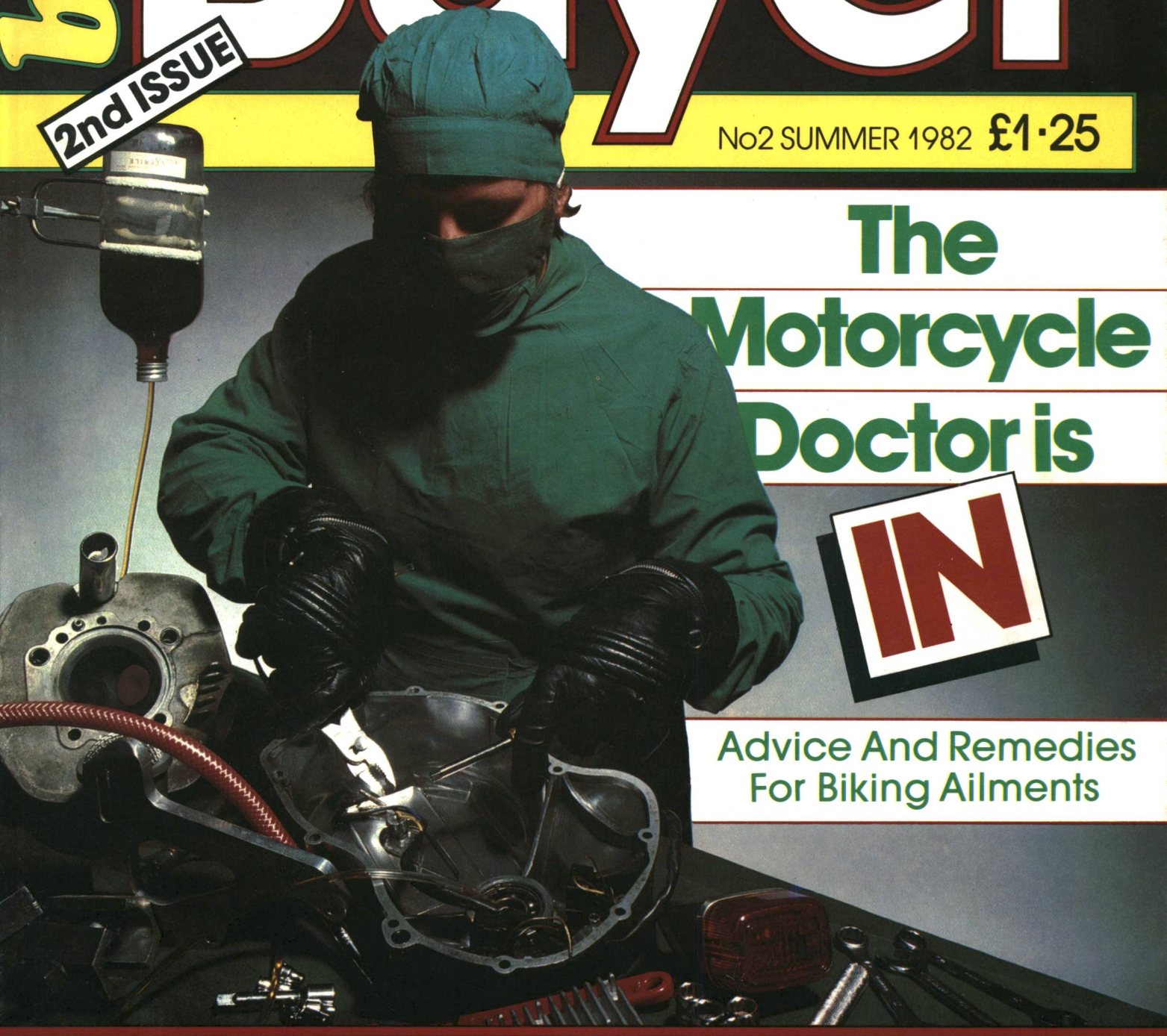
LATEST PRICES SUMMER RISES NEW AND USED BIKES BRITISH CLASSICS

THE GOOD DEALS GUIDE TO MOTORCYCLING

bike Buyer

2nd ISSUE

No2 SUMMER 1982 £1·25



The Motorcycle Doctor is IN

Advice And Remedies For Biking Ailments

Avoiding The Secondhand Horrors

Getting Insurance

Selecting A Screen

Easy Economies With A Step-Thru

Hotshot 125s: Yamaha's RDLC Kawasaki ARLC

PLUS All The 550s Soft Touring BMW R65 Hard Revving RD350LC

And More . . .

NEW FROM CENTURION

FIREBIRD

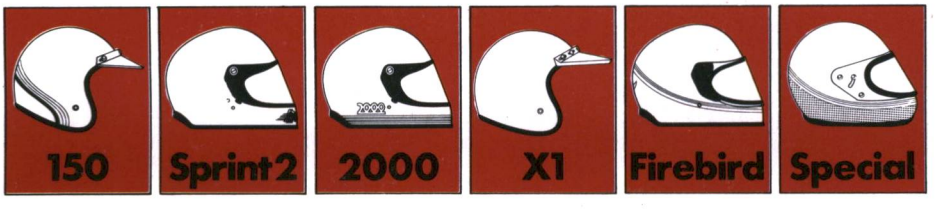
A glassfibre helmet for high flyers.

If you've ever wanted a helmet that stands out in a crowd, here it is—the Firebird from Centurion.

High-gloss metallic paintwork sets it above the rest in subtle shades of Red or Brown on Gold and Blue or Black on Silver.

Each helmet is hand-finished with a striking Firebird motif and metallic striping to give you a customised look at an off-the-shelf price. An integral visor and snug-fitting, complementary-coloured lining give the Firebird a final touch of individuality.

See the Firebird and the rest of the Centurion range at your local dealer today.



CENTURION

CENTURION HELMETS, MILL LANE, THETFORD, NORFOLK IP24 3DA. TEL:(0842) 4266.

DESPATCHES

WHAT YOU THINK OF US

Dear Bike Buyer

It's nice to read a magazine which caters for all types of rider – with road tests on commuters and shopping bikes as well as superbikes.

It was also interesting to see that you actually got novices to test the small machines – after all, they're the ones who'll be buying and riding them.

M. Taylor, Louth, Lincs.

. . . Your magazine is the best I have read yet. Keep up the standard. . .

M. Daglish, Stourport-on-Severn, Worcs.

. . . Issue one contained something that has been missing from so many mags lately – lots of facts and information. . .

G. Middleton, Bourne, Lincs.

. . . The secondhand prices are realistic and the classics section invaluable. . .

P. Roper, Tunbridge Wells, Kent.

SPOILT FOR CHOICE

Dear Bike Buyer

Okay, okay, so I'm impressed – really. Good mag – not yet great, but good. Lots of the right info. Interesting too. I particularly liked all the down-to-earth features. Stuff like how to pass the test, 'Getting The Readies' and What Happens If . . . Just the sort of mag a novice rider like me was looking for – but still catering for the 'real' bikers too. I hope Moto Guzzi V50s are still around when I 'grow up' from my Honda 125.

I came into biking after driving a (dare I say it) car for a couple of years. Being used to the car ranges I was stunned by the number of new bikes shown in your listings – 91 mopeds indeed!

How can Honda and the rest justify producing so many different models in the various capacity classes? Is there really a market for so many makers producing so many similar bikes? I'm sure that if I was looking to buy a new car it would be a much simpler affair. Does anyone else agree?

One final moan – despatch riders. I now use my bike to travel to work in London and have found that these 'knights' of the road are even more detrimental to my health than when I was a foot-sore commuter. Even cab drivers are saints when compared with this seemingly un-disciplined rabble. Oh well, I guess they'll sharpen my reflexes if nothing else.

P. Horace, London SE19.

YES, BUT . . .

Dear Bike Buyer

I thought your first issue was very good, but I would just like to make a couple of points about the section on the new learner legislation.

In the piece about driving licences you state that the rider must have received his or her provisional licence from the DVLC in Swansea before they can ride. This is technically not correct; the Transport Act 1981 contained a provision which allows anyone whose application and fee for a first licence has been received in Swansea to ride their machine – even thought they have not got the licence.

This regulation came into force on August 4, 1981, and will remain so for 12 months.

On the subject of the two-year limit, you state that an exception is if you've got a full car licence. Then the provisional bike licence which is automatically included with it lasts for the life of the licence. This is quite correct, but additionally a person who has passed a test on a moped, say a 16-year-old, who when he becomes 17 wants to learn on a motorcycle, will also not be subject to the two-year limit.

Indecipherable name, West Lothian, Scotland.

There's more about the new laws in Rumbles over the page. – Ed.

INSURANCE INFO

Dear Bike Buyer

I would like to comment on your feature about biking legalities in the Spring issue, particularly the section about insurance. You mention Road Traffic Act only cover; this is usually almost impossible to obtain from an Insurance Broker – unless you have been exceedingly naughty in the past, in which case it could be all you're offered. Avoid both it and Third Party Only cover.

Third Party Fire and Theft is the most popular cover with motorcyclists, many of whom think it only covers complete destruction by fire. However, partial loss claims are also covered.

It's worth checking the policy excess wording on some Comprehensive policies because this is sometimes extended to include fire and theft claims. Also, Comprehensive policies do not cover you for damage to clothing in an accident.

I cannot stress too strongly that you must be perfectly honest with your insurance broker or company, both when completing the proposal form and after an accident. If you are smart enough it *is* possible to deceive the company and get a cheaper premium for a year or two. It is just not worth it, however, as all you will have is a piece of paper which says you are insured and, believe me, that is not the same as being insured.

R. Tucker, Dartford, Kent.

Turn to page 85 for our 'comprehensive' insurance feature. – Ed.

CB NOT FOR ME

Dear Bike Buyer

You mentioned in the first issue the possible dangers of bikers using CB radio while on the move. Well I can add to this – beware of falling asleep and consequently crashing the bike due to boredom when using CB.

I've been trying CB for a while now and consider it a waste of time and money. I paid out my money full of the propaganda about how invaluable I would find it, all the help it would provide and the stimulating conversation I would be making. What a load of rubbish.

I tried for ages to get someone to talk to me, and then when they did it was a waste of time because all I could get out of them was boring tripe about the rig they were using, their location and the make and model of bike/car.

I can see the advantages of asking for help when lost in a strange town or giving out warnings of fog or black ice, but is it worth paying out 70 or so quid just for that? I think not.

J. Christie, Huntingdon, Cambs.

BLIND BIKERS OFF THE ROAD

Dear Bike Buyer

I agree with your comment in the Spring issue that the two year limit for provisional licence holders is a disgrace – with one exception. It has partially closed a loophole which was allowing dangerous riders on the roads.

As an example, a colleague of mine has such poor eyesight that even when wearing his inch-thick glasses he has to hold a newspaper within a few inches of his face to actually be able to read anything.

He was effectively prevented from setting out alone in a car simply because he could never read a number plate at 25 yards or whatever it is to get through the test.

But there was nothing to stop him being a perennial bike provisional licence holder (okay, so he lied on the application form about his eyesight, but who's to know?). He currently rides a 250cc machine about at high speed and has, not surprisingly, crashed a number of times, fortunately without serious injury.

This guy is a danger to himself and other road users –and the two-year limit will at least take him off the road for a while.

P. Hurn, London SW1.

CONTENTS

Bikes

THE 550s
18 *The 550 class is currently very popular, with some new, very exciting bikes from Japan. We take a look at the main contenders*

LIVELY LEARNERS?
Kawasaki AR125LC / Yamaha RD125LC
33 *Can motorcycling still be exciting with only 12bhp on tap? Take a look at these two and find out*

WORKS RACER
Yamaha V80 Step-Thru
36 *Apart from walking or riding a push-bike, there can be few cheaper ways of getting about than riding a step-thru. We got a novice to test (and fall off) this basic form of transport*

CHANGING UP FOR SOMETHING BIGGER
BMW R65, Yamaha RD350LC and MZ 250s
70 *Three totally different concepts of the biking theme viewed through the eyes of their riders*

Features

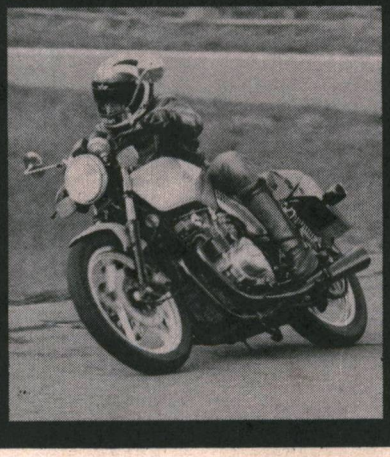
AVOID THE RIP-OFF
10 *Ever-rising new bike costs are turning more and more people to the used machine scene . . . which has many pitfalls for the innocent and unwary. Can you afford to miss this comprehensive guide to getting a good deal?*

THE MOTORCYCLE DOCTOR
25 *The what? Yes folks, it's Bike Buyer's cure-all for motorcycle ailments. Do you have a problem? Then turn to page 25 without delay*

WHAT HAPPENS IF . . .
82 *Number two in our series on the things that can (and do) go wrong with your bike. This issue it's the battery*

10

18



33

bike Buyer

Number 2 Summer '82

Edited by Inter City Productions: Dave Calderwood and John Pearson, designed by Bob Bryant. Contributors: Peter Watson, Julian Ryder, Roland Brown, Bill Martin, Sally Pearson, Neil Murray and Horace Taylor (words); John Wallace, Richard Hopkins, Martin Barnwell and Rod Sloane (photography); Malcolm Harrison, John Storey, Malcolm Livingstone and Roy Crowson (graphics).

Ad manager: Gary Frank
Publisher: Peter Strong
Editorial and Advertisement offices: 7-11 Lexington Street, London W1. Tel: 01 437 6216.
Published by East Midland Allied Press National Publications, Peterborough.
Printed by Alabaster Passmore, Maidstone.
Typesetting and mono origination by Arty Type, Whittlesey, Peterborough.
Colour origination by Phoenix Photo Litho, Leicester.

©EMAP.

BikeBuyer Data

GETTING COVERED
85
You ride a bike, you need insurance; it's the law. How do you know if you're getting a good deal? Simple; read our feature

SCREEN TEST
90
One of the few tiring aspects of biking is being out there constantly battered by The Gale at speed. Refuge can be taken from this by bolting on a fairing, or, more cheaply, a screen. We've tried four of the top screens and found . . .

CLASSICS CASEBOOK: PERMANENT ATTACHMENT
99
A collection of ancient slopeds

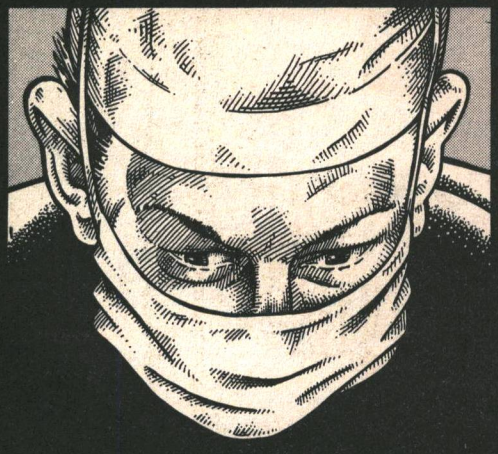
PRICE DATA
42
Want a new bike? Know how much you've got to spend? Take a look through here

NEW BIKES
44
If you're in the market for a new bike this section is a must. They're all here, explained in detail, and most have pictures. It's the most comprehensive listing of new bikes found in a magazine

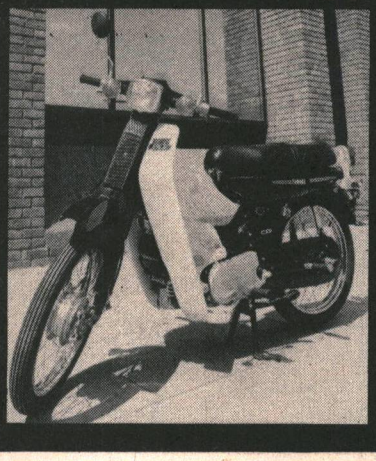
SECONDHAND PRICES
66
How much is your bike worth? Is that secondhand machine priced too highly? You'll never really know unless you read this honest guide compiled from trade and private sources

BRITISH CLASSICS PRICES
95
Few people know the classic bike scene better than our resident expert Peter Watson. He's reviewed the post-war British bikes, giving facts and all-important prices

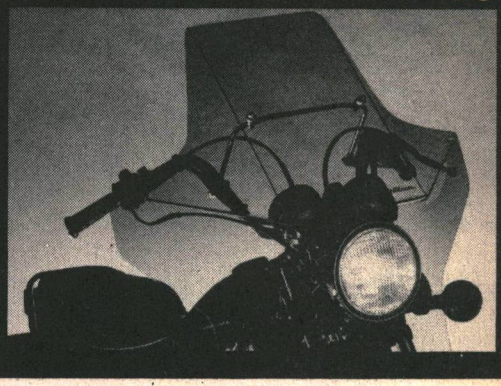
25



36



90



COVER:
Photography by John Wallace

RUMBLES

Recall Code

ALTHOUGH THE code of practice concerning motorcycle safety agreed between the importers' Motor Cycle Association and the Department of Transport and announced at the International Motorcycle Show in April may look as if it merely extends the car and commercial world's safety recall code to two-wheelers, this isn't quite the case.

Since July 1979 nearly one million vehicles – around 600,000 of them private cars – have been recalled by manufacturers and importers to have design or manufacturing faults rectified.

Under the code such a defect must be liable to cause significant risk of injury to the vehicle's driver and occupants as well as other road users.

The code is a voluntary agreement, not a part of the Road Traffic Act or other legislation, and the manufacturer or concessionaire decides when a recall is required. However, the DTp does in fact initiate 10 to 20 per cent of recalls and monitors the progress of each individual campaign, issuing a quarterly digest plotting the success of current recalls.

While cars up to five-years-old are covered by the code agreed between the motor industry and government, the motorcycle code won't cover machines once they've passed the three-year mark. Also excluded are all competition bikes like racing, trials and enduro models as well as 'some on/off road motorcycles'. In effect this means all models for which a manufacturer or concessionaire will not issue a V55 registration form.

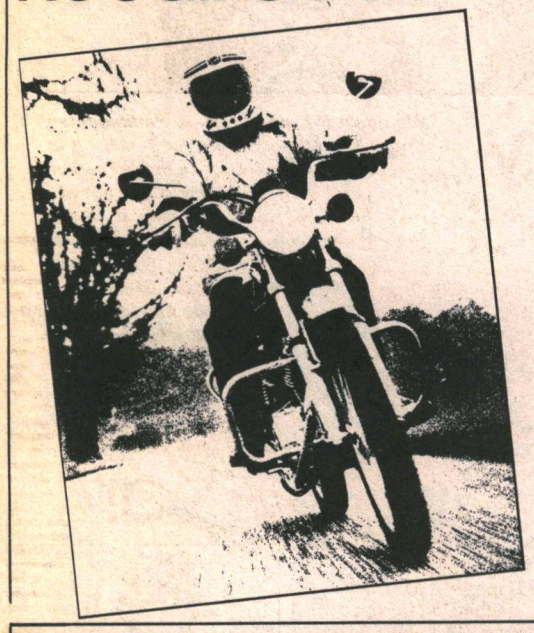
Welcomed by both trade and industry organisations, the code should help to bring out into the open safety-related warranty problems that have hitherto been handled in a cloak-and-dagger manner. Once it has been agreed with the DTp that a recall is required – and the Department is anxious that manufacturers shouldn't use the scheme as an alternative to warranty – then owner records are supplied by the Driver and Vehicle Licensing Centre in Swansea. Because motorcycle registration documents contain no model information this is to be added at the computer centre on new registrations to enable particular models and their owners to be traced more easily.

Owners of suspect machines will be contacted either directly by concessionaires or via the selling dealer. Replacement parts should be available at your nearest franchised dealer, so discount buyers shouldn't lose out.

Response rates to recall campaigns in the car world average out at around 75 per cent of vehicles affected and everyone is keen to see this figure matched in the motorcycle field.

Although it's taken nearly three years for bikers to be offered the same degree of protection given to car and truck drivers, there are more codes on the way. These will cover tyres and replacement components, for the new code only embraces the original equipment fitted to a machine and not items such as carriers, crash bars, fairings and so on.

It remains to be seen if the motorcycle trade can cope as smoothly with recall campaigns and the subsequent free check-ups and replacement of parts as the car dealerships. Interesting, also, will be the 'league table' of faults; steering defects lead the way in the car world, followed by electrical and braking faults. A code covering aftermarket accesories – often the cause of bitter complaint from consumers – is bound to be welcomed by buyers, if not by manufacturers.



Get Saddled

Opal Luggage have added a brace of new throwover panniers to their range. Model 2073 (right), costing £45 inc VAT, is made from waterproof PVC, has a soft carrying handle and features zips at each end to increase capacity plus elastic fixing straps.

There's also a cheaper model, the 2072, which costs £22 inc VAT.

Both are available from Opal at P.O. Box 47, Waltham Cross, Herts EN8 0BS.

New Name, New Helmets

If you've wondered what's happened to Kangol Helmets, they're still up there in Stranraer, Scotland, but have changed name and are producing a new range.

The stylish full and open-face helmets pictured here are their first offerings. Available in a range of colours, the polyester resin shelled full-face costs £62 and the glassfibre open face model £35. Both conform to the highest British Standard – BS2495/77.

RUMBLES

Slater Changes

Slater Bros, formerly the Laverda importers, are now back in operation as a retail outlet of the Italian marque. Their Collington, Herts, warehouses have now been converted into showrooms, workshops and a spares department.

Slaters are also developing a range of special Laverdas, the latest of which is the 150mph 'Formula Mirage 1200'.

Safety School

We doubt if Lynda Chalker, Parliamentary Under Secretary of State for Transport is ever likely to get on a bike and experience the problems of safety first-hand, but at least she seems to be showing an interest. Here she's watching display rider and safety campaigner, Dave Taylor, putting the Michelin sponsored Motorcycle Safety Campaign into action at a school in Egham, Surrey.

L-Day is coming

OCTOBER 1ST, THE DATE WHEN L-RIDERS ARE due to be restricted to 125cc machines is fast approaching – amidst utter confusion.

There have been reports of a successful bid by the industry and training organisations to postpone the date. But at the time of writing the Department of Transport insists there has been no change – only admitting it is 'under consideration'.

Unless the date is put back, learner riders with 250cc machines will have to trade them in for 125s.

Are you affected? Here's all the legislation as it stands – unless the government has a change of heart.

The Tests
The motorcycle driving test is now split into two: *Part One* and *Part Two,* both of which must be passed before you can sling those L-plates.

Major exception is moped riders who only have to take Part Two. However, when you move on to a bigger bike you then have to take Part One and, of course, Part Two again.

Part One has to be passed before you can move on to Part Two. It's a test of machine control and consists of riding around a course laid out in a special area away from the public road such as a car park or school playground.

For further details of this you should have seen the feature in the Spring issue of *Bike Buyer.* Part Two is the same as the old test out there on public roads.

The Two Year Limit
The government has decreed that a rider must pass both Part One and Part Two tests within two years of the date of issue of the provisional licence, or just Part Two in the case of mopeds. Fail to do so and you're off the road with powered two-wheelers for one year. After that has elapsed you can apply for another provisional licence . . . and have another two years in which to gain a full licence. Good eh?

Moped riders who pass their test are not subjected to the two year limit if they later want to learn on a motorcycle.

Age Groups
It's still the same for *16-year-olds,* who can only ride a moped. Learners aged *17 and over* can ride bikes of up to 250cc until September 30th 1982, after which they will be restricted to 125cc machines.

17-year-olds and above who've passed the test can ride bikes of any capacity.

Machines
A *moped* is a bike with an engine under 50cc and is restricted to a maximum speed of 35mph. It makes no difference whether the shape of the machine is a proper motorcycle, scooter or step-thru shopper. The only exception is a moped registered before August 1 1977 when the speed restriction was introduced.

From October 1 1982, (?), learner riders will be restricted to bikes of up to *125cc.* In addition there is a power output restriction of 12bhp on machines registered after December 31 1981.

Learners will be able to ride 125s producing more than 12bhp providing they are registered before that date.

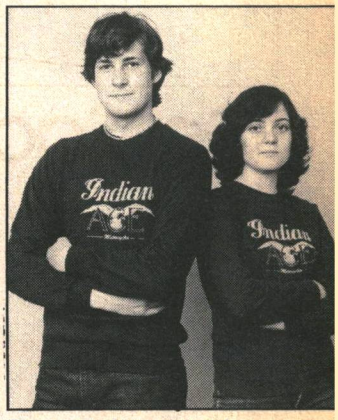
From October 1 1982 (?), bikes of *126 to 250cc,* which were previously okay for learners will only be able to be ridden by those who have passed the driving test.

Only exception is *motorcycle combinations.* You can attach a sidecar onto any capacity bike and ride it on L-plates provided you're 17-years-old or more. Also, you have only to pass the Part Two test to gain a full motorcycle licence which'll also cover you for riding solos. The two year limit still applies.

Licences
After August 4 1982 it will be necessary to have received your *provisional licence* from the DVLC in Swansea before you can start riding. Licence application forms are available from most Post Offices. Until you have passed the Ministry driving test you must display *L-plates* at the front and rear of your bike. If you already have a full car licence, it also acts as a full licence to ride a moped – no L-plates are necessary – and as a provisional licence. See Machines above.

Training
Your nearest training and Part One test centres will be known to your council's Road Safety Officer – at the Town Hall – and your local motorcycle dealers.

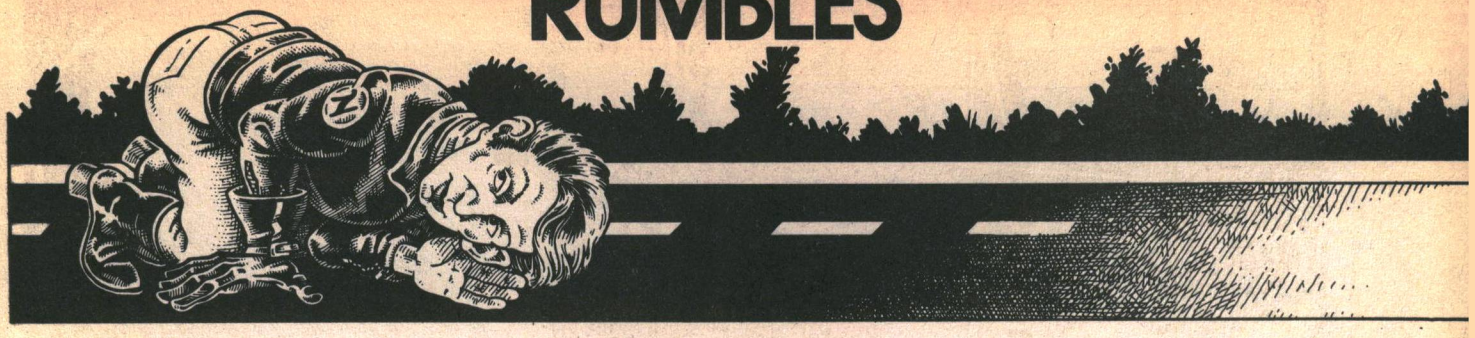
Indian Gear



The sweatshirts pictured here on that couple of smoothies have been introduced to commemorate the American Indian Motorcycle Company taking over the four cylinder 'Ace' machine design in the 1920s. Better late than never we suppose.

The shirts are available in any colour you like as long as it's 'Indian Red', come in four sizes and cost £7.50 including post and package from L.M. Bowen of Hopyard Close, Lower Gornal, Dudley, West Midlands.

RUMBLES

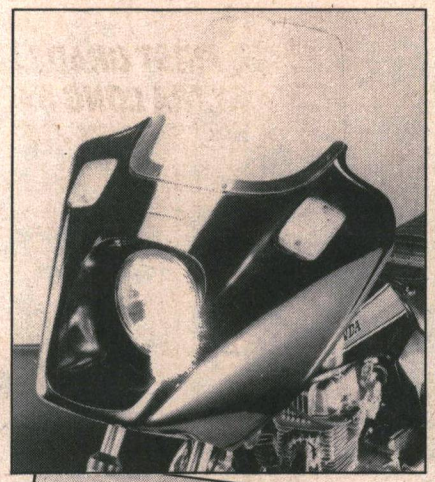


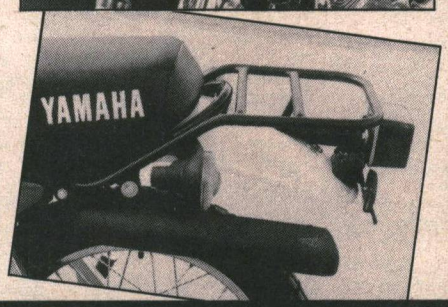
Extra, Extra...

Euro design have introduced three more accessories; a new middleweight fairing, side pannier and carrier.

The fairing should fit most machines between 250cc and 650cc and costs £85.87; the £105.80 pannier has weatherproof lid sealing, QD removing system and a carrying handle; and the carrier retails at £11.55, is designed for popular lightweight trail bikes and the manufacturers claim it can be fitted in about two minutes.

For details contact Tran Am Cycle World Ltd., at Airfield Road, Christchurch, Dorset.





In The Club

The British Motorcyclists Federation continues to grow, recently taking on its 300th member club, the Taw & District MCC of Barnstaple, Devon.

Taw club president, Neil West is shown here being presented with a commemorative tankard by BMF rep Dick Powell.

Cheaper Cover

Kawasaki owners who are finding fully comprehensive insurance a bit heavy going but don't want to take the risks involved with a lesser cover might be interested in a new idea introduced under the Japanese manufacturer's K-Cover scheme.

Called Economy Comprehensive, it gives the protection of normal comprehensive insurance, but the rider pays a £150 excess for any fire or theft claims and £500 excess against damage to his or her own machine.

This can mean a saving of up to £200 for some riders. K-Cover quote a fully comp rate of £380 for a 21-year-old rider of a 750cc machine living outside a major city, whereas the Economy charge would be £180.

£500 excess might seem a lot, but it's considerably cheaper than the two grand or so you'd have to pay to replace your machine if you totalled it in an accident.

The Average Biker?

Is there such a creature as the average motorcyclist? Well, if the Automobile Association is to be believed, he/she covers 4,300 miles a year, takes out Third Party Fire and Theft insurance and doesn't carry any spares in case of breakdown. Bet you're stunned with such useful info.

They carried out a survey of 600 bikers, just over half of which were provisional licence holders and 42-per-cent owned machines under 50cc.

Most bikers, surprise, surprise, considered motorcycling a pleasure and over half thought to be a way of life rather than just a means of transport.

Perhaps of more interest, they found that punctures were responsible for one in five of breakdowns, followed by spark plugs packing up and faults in the electrical system. Be warned.

Legal Lambrettas

Good news for learner Lambretta and Serveta owners who thought they would have to trade their machines in for restricted 125s when the new legislation comes into force.

Serveta Concessionaire at Dept BB Exmouth Road, Southsea, are selling a conversion kit for 125cc and 150cc machines which brings them down to 'learner legal' 125cc.

Cost of the kit, which includes a new piston and cylinder barrel assembly, is £45.94.

Honda are trying a new angle on the discount theme to sell bikes – on insurance. Hondacare dealers are offering £100 off insurance premiums on 10 models. Premiums under £100 will be issued free of charge – without even the usual £2.00 issuing fee.

And...

●*Champion, the spark plug people, are offering a five-day trip to the USA car Grand Prix held at Las Vegas in a competition. Application forms are available from bike dealers who sell Champion plugs.*

●*Silkolene, who provide the lubricants for former world champion Jock Taylor's Yamaha outfit, have launched a new range for the motorcycle market. This includes oils specifically for competition and road-going two and four-stroke engines, fork oil, gearbox oil, chain spray and a foam filter lubricant.*

●*London's major motorcycle show of the year, Bike '82, will be held at Earls Court from August 20th to 30th.*

●*Peter Furlong, who supplied the fully enclosed chaincase for our accessory feature last issue has moved to Unit 5, South Coast Road Industrial Estate, Peacehaven, Sussex.*

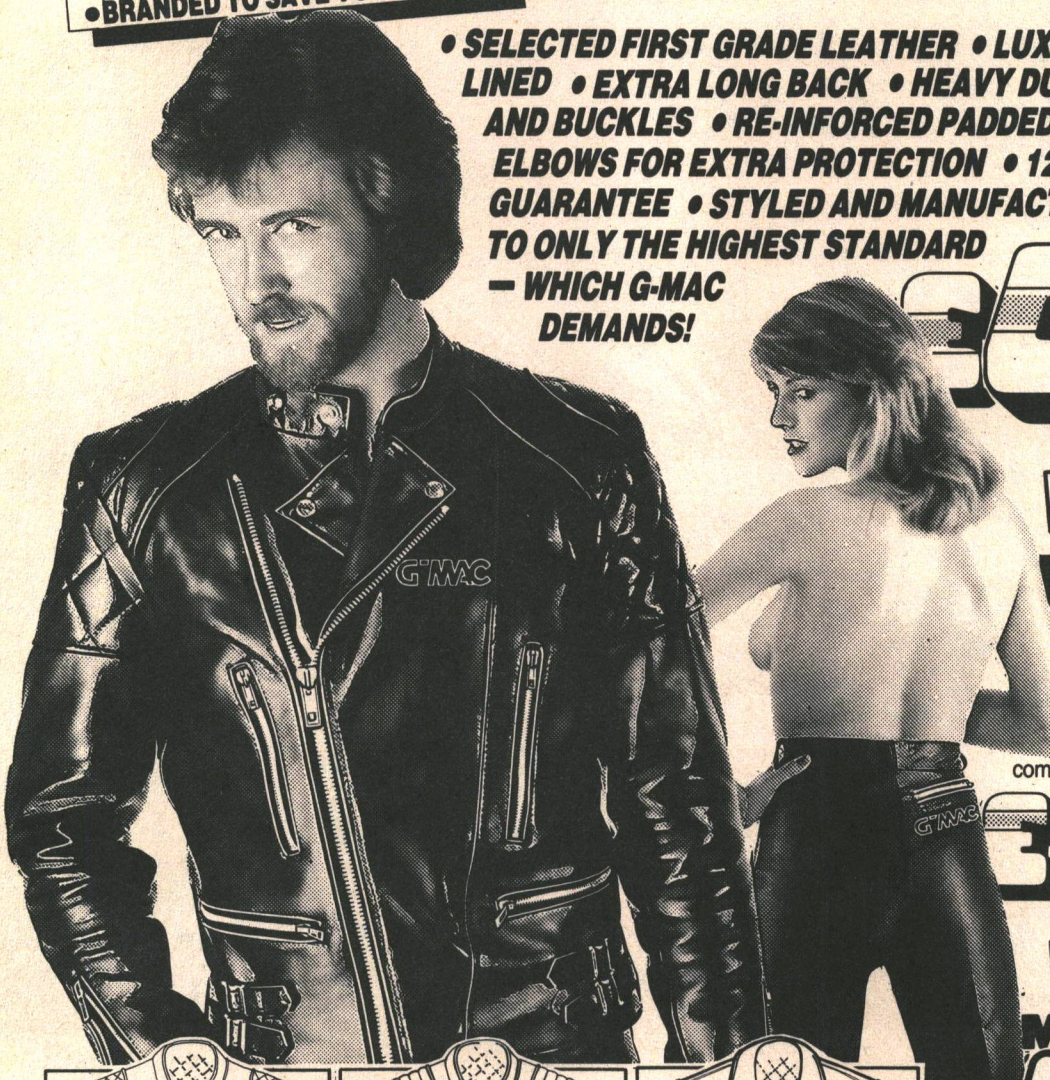
●*M.P.S., of Townstall Industrial Estate, Dartmouth, Devon are marketing a range of pattern replacement silencers for a number of Japanese machines.*

NEW FOR '82

G-MAC

AT 1979 PRICES!

- BRANDED FOR QUALITY
- BRANDED FOR STYLE
- BRANDED TO SAVE YOU MONEY



• SELECTED FIRST GRADE LEATHER • LUXURIOUSLY QUILT LINED • EXTRA LONG BACK • HEAVY DUTY ZIPS AND BUCKLES • RE-INFORCED PADDED SHOULDERS AND ELBOWS FOR EXTRA PROTECTION • 12 MONTHS GUARANTEE • STYLED AND MANUFACTURED IN THE U.K. TO ONLY THE HIGHEST STANDARD — WHICH G-MAC DEMANDS!

£44

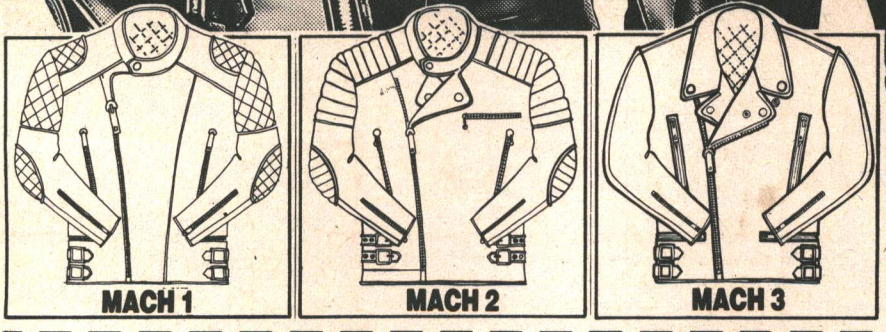
Gents Sizes 34-46
Ladies Sizes 10-16

G-MAC JEANS

Slide into these superb high quality, real hide, hand cut, figure hugging jeans. Front slanted pocket with zip pocket at rear. Fully lined throughout. The perfect complement to any biker's jacket.

£38.00

Gents waist size 26-38
Ladies sizes 8-18



MOTORCYCLE WORLD Mail Order

Peacock Cross
Hamilton ML3 9BG
Tel: 0698 283129

Please send me the following items.

G-MAC MACH 1 ☐	Size		Quantity	
G-MAC MACH 2 ☐	Size		Quantity	
G-MAC MACH 3 ☐	Size		Quantity	
G-MAC Jeans ☐	Size		Quantity	

I enclose a cheque/PO for £_____ made payable to Motorcycle World or debit my Visa/Access/ Motorcycle World Creditcard No _____

Signature _____

Name _____

Address _____

_____ Post Code _____

No stamp required. Address your envelope FREEPOST. Credit card holders may phone 0698 283129 and place orders immediately without completing the coupon. (24 hour answering service).

Also at 52-62 Manningham Lane, BRADFORD Tel: 0274 34231/2 and King Street, CARLISLE. Tel: 0228 37377

Avoid the rip-off!

ANYONE WHO BUYS A SECONDHAND bike without studying this comprehensive guide is asking for trouble. We tell the full story from choosing the right model, checking machine and paperwork to haggling over the price. It could save you wasting hard-earned cash on a heap of rubbish . . .

LOW MILEAGE, ONE OWNER, A genuine bargain. Only trouble is that it's a couple of hundred miles away and the owner's not prepared to wait for long. Your friend who was going to check it over has vanished, and there'a transport problem 'cause you've already flogged your bike. . .

Don't panic. Rushing into a secondhand bike deal can be trickier than pulling up a zip too quickly. The answer is that you don't get yourself into a hassle situation.

A definite plan of action is called for; something that will dramatically reduce your chances of getting ripped-off. Always fix things so you're not in a hurry to buy. As the old Chinese proverb goes . . . act in haste and regret at leisure. Or something like that. that.

High on the list of priorities is to discover what machine suits your requirements. Consider the sort of journeys you'll be doing and your own stature. I mean, don't aim for a 1300cc megabike if you're six stone, five feet tall and only want to ride two miles a day. Conversely, an 80cc bike won't be much use if you're of 'Big Daddy' proportions and commute about 50 miles.

The choice is usually easier when you've narrowed it down to one model, or a few similar bikes in the same capacity class. Finding out the weak points on specific models is less of a problem than hazilly wondering if a Yamakuzi is less of a dog than a Batachelli.

You may have to widen your options if you're looking for something a bit unusual. The more you stray into the realms of bikes like Benelli 350 fours and Suzuki triples, it becomes harder to judge whether you've got a bargain or are being stitched up. Low volume of sales is one thing, lack of popularity another.

Any bike which is not recognised as a popular model may have the advantage of being cheap. What you've got to remember though, is that it may not have sold well because of a reliability problem. Whatever the reason, you may eventually have trouble selling it.

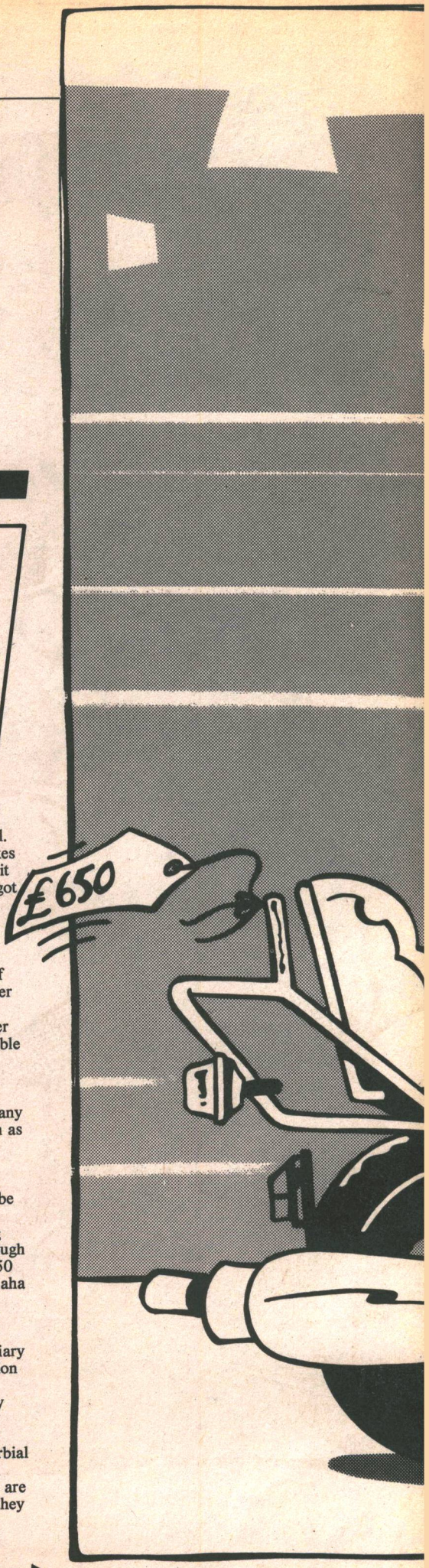
Through my contacts in the trade, I've picked up some well-known examples of bikes which may be difficult to sell. In many cases there may be little wrong with them as models, just the fact that they aren't commonly available. This alone breeds suspicion about spares availability.

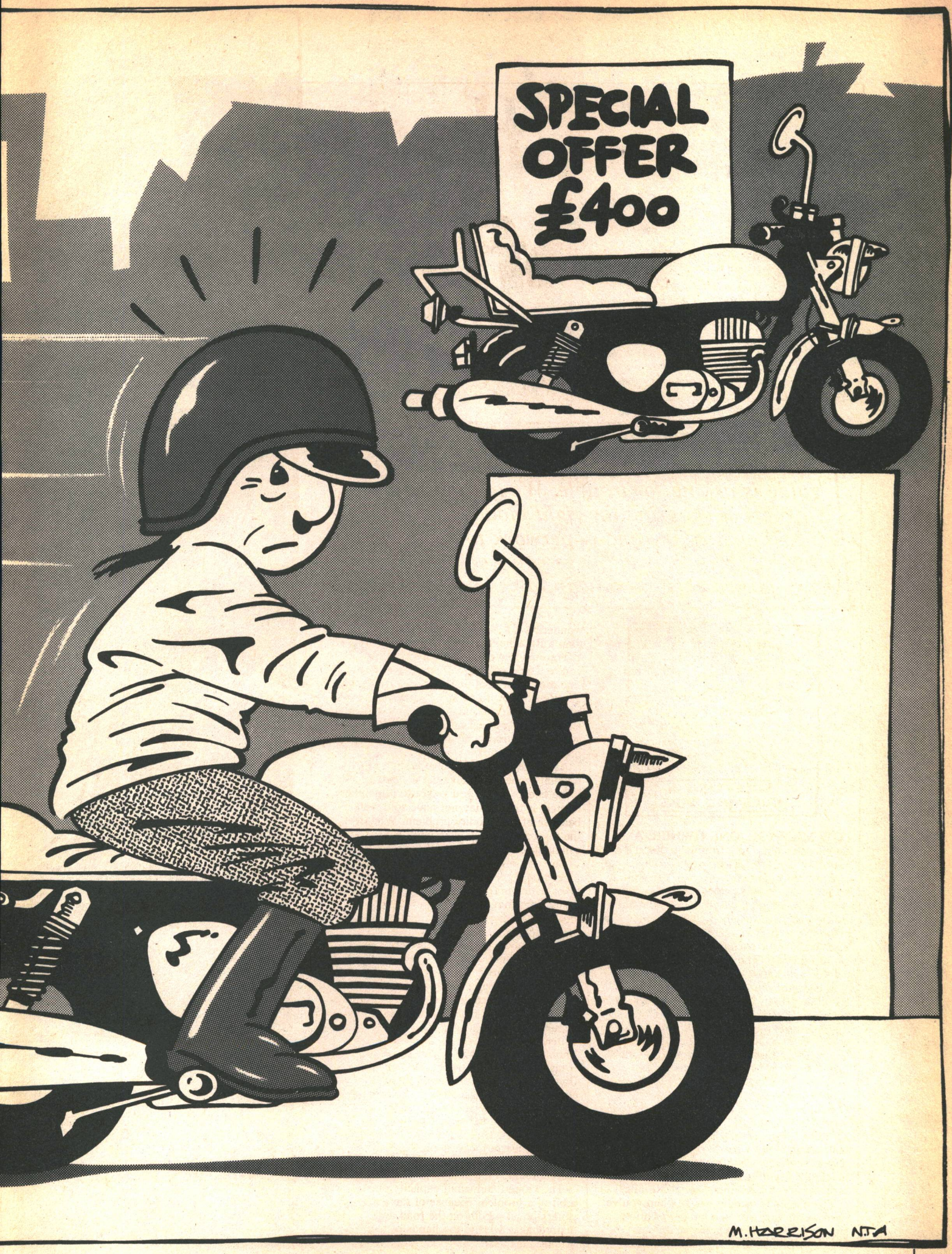
Anyway, here are a few which should be checked out carefully before taking the plunge: most 'East European' machinery; most two-stroke triples over 250cc (although some like early Kawasakis and the GT750 Suzuki are becoming mini classics); Yamaha 750cc triples – especially early models; Yamaha 400/500 twins; Suzuki 400/425 twins; Honda 500T twin; little known European makes. Poor chrome and anciliary equipment has dragged down the reputation some of some Italians.

It's becoming obvious that the two-fifty capacity class is getting tricky due to the imminent learner legislation. Although it might mean that you could get the proverbial 'bargain'.

The moped and small capacity classes are a bit of a problem because of the abuse they generally get – both on the road and maintenance-wise in the hands of their usually inexperienced owners.

Custom types are still popular, but being ▶




SPECIAL
OFFER
£400
M. HARRISON NTA

highly fashionable, this could change. You should also be wary of the resale value of any bike which has been customised or otherwise altered by the previous owner. Not so bad if he's got the standard bits to convert it back come selling time.

Inevitably, the total cost of the machine plus the insurance mostly guides choice. You'll find more insurance info in our feature elsewhere.

Once you've decided what to go for, the next step is to borrow a workshop manual (libraries have them for popular makes). If you're going to vet the machine personally, the manual will tell you some of the things which are handy to know.

For instance, does it have an automatic cam chain adjuster? If it doesn't, it's essential to know where the adjuster is and how it works. Manually-adjusted cam chain tensioners with a small bolt and locknut can get snapped off. If it's broken off flush, and you don't know where to find it anyway, you can expect a nasty repair bill sometime later when it has to be adjusted. If you leave it to rattle, the repair bill will simply increase by dramatic proportions.

Workshop manuals also allow you to gen up on other details like the type of tappet adjustment. If they use shims for instance, you won't be snowed by an owner who says they just need 'a bit of adjustment'. It's usually a job for your local dealer.

The more your know about the workings of the machine, the greater the chance you have of picking out small faults and dragging the price down.

Haynes manuals start off with a potted history of the model which can be useful for picking out important changes in the specification. Another source of information is the Glasses Bike Data book which gives detailed information on spec' changes including engine/frame numbers. This is a strictly-controlled 'trade only' publication, and dealers are sworn to secrecy. If you are well in with a local dealer though, you might get a sneak look . . .

Best advice though, is to take along someone who genuinely knows about bikes – and ideally runs an example of the model in question.

The next problem will be, are you going to buy privately, or go to a dealer? Logically, the answer is that all avenues are worth checking.

Most of us will recognise the fact that a dealer has to pay plenty of overheads, and therefore he's got to make a reasonable profit from a sale to continue trading. Despite the fact that you're probably going to pay more for a secondhand bike from a dealer, they do offer convenience and hopefully some peace of mind if something goes drastically wrong. You've also got the law very much on your side these days.

One of the biggest advantages is that just a day's tour of the local dealers will enable you to see a helluva lot of bikes. You may also be able to get a part-exchange deal (probably very much to his advantage), and he may be able to fix you up with hp.

Don't do anything with hp until you've read our previous (Spring '82) issue, which contains information on the cheapest and easiest ways of raising the money. Hp ain't one of them by the way if you've a bank account.

So, it's a good chance that a trip to the dealer will cost you more. One of the reasons being that the bike has to be in saleable condition. A private deal may mean paying less because there's some small faults dragging the price down.

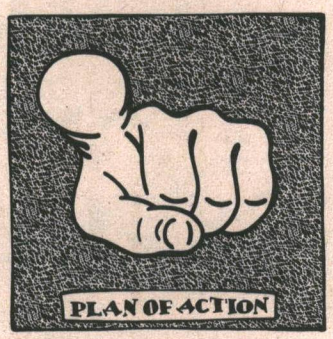
If a dealer sells a machine which he can't guarantee as perfect, he might sell it with a bill stating that the bike has been 'sold as scrap'. Once you've agreed to this, there's no redress.

If you decide to buy privately, there's a good chance of ending up with a bargain. If you've got a machine to sell though, there's little chance of unloading it in a part-ex deal.

If you get a loan and buy the bike before disposing of your original machine, there's always the worry about whether you're going to sell before time and money run out.

What problems you may have, depend not only on the type of bike, but also on the time of year. Like, don't buy one in the spring/summer and try and get rid of the other during the winter. In an ideal world, you'd buy the new one in the winter and wait till spring to shift the old bike. It doesn't usually work out this way unfortunately.

Right, so this is where we start to get moving – Plan of Action.



When I'm thinking of getting another bike, I start off by buying Motor Cycle News and have a look what's available. If I see anything really interesting, after checking that the price is in line with the Bike Buyer guide, I get on the 'phone just to make sure it's not a misprint.

Instead of throwing the MCN away, I then circle the most likely ones and wait a couple of weeks.

Even if I don't see the bike advertised in the next issues, it's still worth calling after a week or three. In most cases it won't cost you anything cos you'll be using the firm's 'phone during the lunch hour. Yeah, I know.

Phoning during the day is good as you'll often discover which are the back-yard dealers. It pays to start off with, 'is the bike still for sale?' When a deep voice says 'which one?' it's time to tread carefully.

It's fairly normal to get a female (wife, mum, etc) on the line, and all you need to know is if the bike's still for sale. Leave your number if the owner's not around. They'll phone if they're interested.

If you don't like being subjected to a lot of gbh of the earholes, and being snowed with glowing descriptions of the bike's qualities, you've only got to say you're enquiring for a friend.

After comparing basic details of several bikes, the most likely ones can be phoned back.

Often it's possible to get the whole deal mostly sown-up on the phone. The last bike I bought was a 1976 Honda four hundred four priced at £450.

The owner confessed that it was, 'a bit tatty', but it had only done 16,000 miles. It didn't take long to haggle the bike down to £300, and he was also kind enough to bring it 90 miles to my spot to be checked over. You don't get deals like that every day.

He came along, on the clear understanding that if anything on the bike didn't come up to expectations, there would be no cash changing hands. Any sloppy arrangements here could develop into a bad scene along the lines of . . . 'I didn't come 300 miles to be told you don't want it'. Don't be bullied into buying, though.

Tell the owner you *won't* want it unless it's as good as he says. Even then, it's still down to *your* interpretation of his description.

Whatever you do, try to get some of the price haggling done over the phone to see if the owner will budge. If he's inclined to get arsy when you try to knock him down, it might just as well be at the end of a telephone line . . .

Other thing to establish if it looks like the deal could be on, is what form of payment is acceptable. It's a waste of time to travel any distance and try to ride the bike away with a cheque. Most people will not accept this as a secure payment.

It could also be just as disastrous for you to leave a cheque on the understanding that you'll get the bike when it has cleared through the bank. Taking the log book with you in exchange for a cheque will not get the bike or your money back at the end of the day. In the Vehicle Registration Document (log book), it clearly states: 'The registered keeper is not necessarily the owner'. It's worth remembering that from all angles.

So, what about taking a 'banker's draught' with you? These can be obtained from your branch (usually by prior arrangement), and it's the same as money. If you lose this single bit of paper though, you've lost all your cash. The main reason that makes this a non-starter is that you can't rip little bits off the corners when knocking the price down.

Basically the most useful form of money is money, lots of crisp folding notes to wave under the owner's nose. Arguments seem to melt away when you start peeling off a bunch of fivers. Just as a precaution, it's best not to go alone if you're carrying a lot of cash.

Only real worry will be whether the person selling the bike is actually the owner. This tricky one will crop up at the end of the transaction, but so far we've yet to establish whether the machine's worth buying.

You may be parting with a lot of cash which means checking out the bike is a deadly serious business. Start off by asking to see the log book, service record and MoT ticket. Chances are that the service book could be 'lost' if it's not been rubber-stamped to prove regular servicing.

If the bike's over three-years-old, it should have a current MoT. If this has also been 'lost' it could mean that the mileage indicated when it was tested may now be less. If the owner is genuine, he won't mind telling you when and where it was tested. The test station is obliged to supply a copy certificate if requested.

When it comes down to it, the MoT cert is no guarantee that the mileage hasn't been altered. There's nothing to stop anyone getting the bike re-tested after altering the speedo.

Another piece of paper on which you can't rely, is the log book. If something drastic has been done to the bike, such as rebuilding it from a lot of different bits and re-registering, it should state 'rebuilt' at the bottom of the first section marked 'special notes'.

It may also state 'manuf'd '82' or whenever as additional information to the date of registration. This means that it wasn't new when it was registered. If the manufactured date was three years or more ago, it needs an MoT.

A bike tends to be neglected if it goes through a lot of owners, so check the 'number of keepers' shown. If it's had 10 owners in two years, there must be something wrong somewhere.

Good news for the buyer is that the Department of Transport is going to change the 'log book' to include the previous owner's name and address.

The other thing which doesn't show up on the log book is a change of engine, one of

LOOKING FOR A NEW CB250RSA?

Mobike offer it to you at £698 ON THE ROAD +£100 contribution towards the cost of insurance.

LOOKING FOR *ANY* NEW HONDA? Mobike offer them all at unbeatable prices, with HONDACARE

LOOK NO FURTHER

NORMAND MOBIKE LTD.,
148 BURNT ASH LANE, BROMLEY, KENT.
TELEPHONE: (01) 857 2104.

Bob Thomas MOTORCYCLES

HONDA YAMAHA SUZUKI

NOW IN STOCK

VF750	XJ750 SECA	GS 650 KATANA
CX500E	XZ550	GSX 400 FOUR
CBX550FZ	RD350LC	GN400
FT500	DT125LC	GSX 250
CM125T	RD80LC	GS125

COMING SHORTLY

CB 125 SUPER DREAM	XJ 650 TURBO	XN85 TURBO

SPECIAL OFFERS

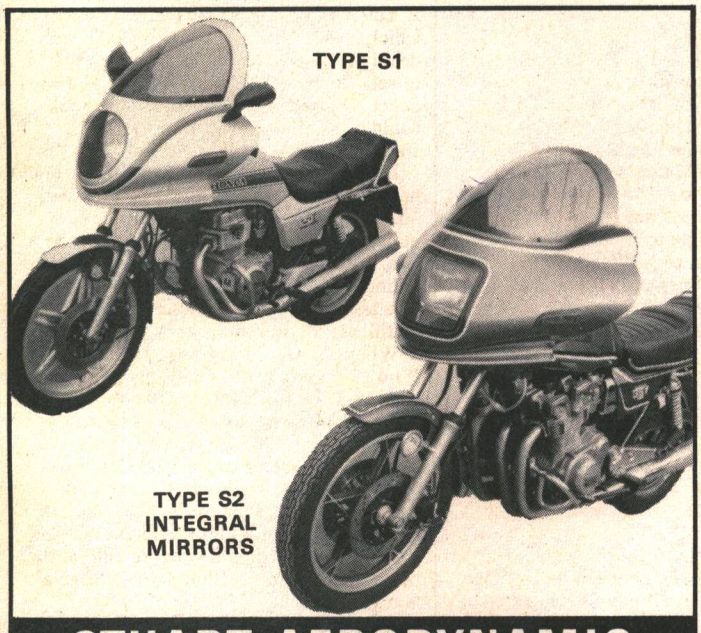
£100 OFF INSURANCE ON SELECTED MODELS 200/250/400	TRY BEFORE YOU BUY OFFER ON CS50 ROADIE SPECIAL INSURANCE SCHEME	12H.P. 125's 10% DEPOSIT 14% INTEREST (29.1 APR)

INSTANT CREDIT AVAILABLE TO CHEQUE CARD HOLDERS

ALL MACHINES NOW AVAILABLE ON NO DEPOSIT

EXPORT ENQUIRIES INVITED – SHIPPING ARRANGED

Bob Thomas Motorcycles
201-207 Regents Park Rd,
Finchley, London N3.
Tel: (01) 346 4083.



STUART AERODYNAMIC

THE ESTABLISHED SPORTS TOURING FAIRING FOR THE SERIOUS RIDER

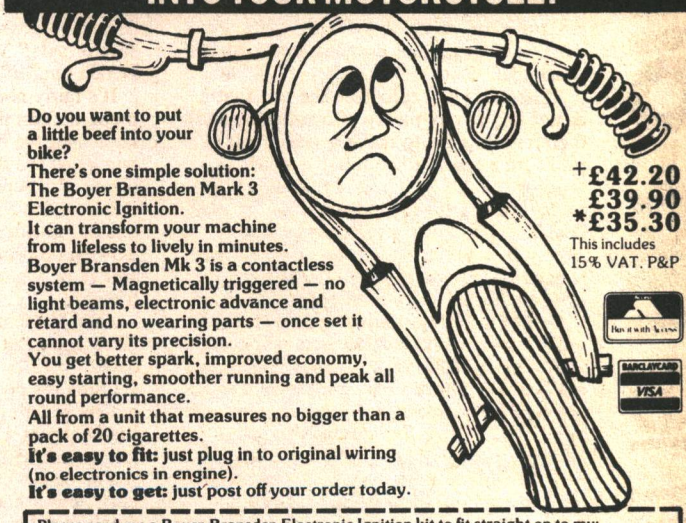
High stability. Improved mpg. Good protection. Full steering lock.
Standard handlebars. Bonded headlight and Top Screens.
round or square headlight apertures.
Colour matching and custom painting service.

TYPE S1 FROM £88 OPTIONAL MIRRORS/INDICATORS
TYPE S2 FROM £138 INC. INTEGRAL MIRRORS AND INDICATORS

Send SAE with your machine details

STUART INDUSTRIES,
AVIS WAY, NEWHAVEN, SUSSEX.
Tel: 07912 3889.

BOYER BRANSDEN ELECTRONIC IGNITION – PUTS THE LIFE BACK INTO YOUR MOTORCYCLE!



Do you want to put a little beef into your bike?
There's one simple solution:
The Boyer Bransden Mark 3 Electronic Ignition.
It can transform your machine from lifeless to lively in minutes.
Boyer Bransden Mk 3 is a contactless system — Magnetically triggered — no light beams, electronic advance and retard and no wearing parts — once set it cannot vary its precision.
You get better spark, improved economy, easy starting, smoother running and peak all round performance.
All from a unit that measures no bigger than a pack of 20 cigarettes.
It's easy to fit: just plug in to original wiring (no electronics in engine).
It's easy to get: just post off your order today.

+£42.20
£39.90
*£35.30
This includes 15% VAT. P&P

Please send me a Boyer-Bransden Electronic Ignition kit to fit straight on to my:

☐ Honda '4' (400·500 ·550·750)	☐ Suzuki GS 550 750·850·1000	☐ Kawasaki Z 400J·500 ·650	☐ BMW pre 1979 12v
+☐ Suzuki Twin 2/stroke only. (Non elec. start)	+☐ Kawasaki KH 250 3 cylinder	*☐ Norton Commando	+☐ BMW 79 onwards
☐ Suzuki GS 400 ·425·450	☐ Kawasaki Z 400·750·Twins	*☐ Triumph, BSA Twins	☐ I/D units available from £13.31
	☐ Kawasaki Z 900·1000	☐ Triumph/BSA '3' cylinder	tick appropriate box

I enclose Cheque/P.O. for £ _____ Access/Barclaycard No _____

Name/Address _____

BG

Boyer Bransden Electronics Ltd. *Please send me leaflet* ☐
46 Apsley Road, South Norwood, London SE25 4XT. Tel: 01-654 8085

the reasons why you should always check for misplaced breather pipes and cables, and corners knocked off engine mounting bolts.

Engine changing can be very lucrative for the technically-minded crook. I've seen it happen, and it now makes me even more careful about checking bikes.

The example I came across was a person who owned a 250 Dream which had done just under 30,000 miles.

The tappets on the Dream started to get noisy soon after adjustment, a good bet that cam/rocker wear was beginning to be a problem.

The next step in the story was when he bought another 250N with a damaged front wheel and forks. The bike had only done a couple of thousand miles.

The newer bike was fixed, with the addition of an engine swop with his old hack.

Both bikes involved had nothing to show on the log books. Both books had been sent to DVLC and the engine numbers changed.

You are probably thinking that the older engine in the new bike would be easy to spot. There are ways around that one, too.

First impressions are very important. If it doesn't look right somehow, or has signs of gasket cement drips, it may be better to give it a miss.

Also have a look around all fixing nuts, bolts and screws for signs of bodging – and be wary if apparent.

First item to get a close look is the speedo. Contrary to popular belief, these are usually easy to fiddle without damaging or marking the numbers. Metal types which are sealed at the rim are virtually impossible to open without being obvious, but the plastic types respond very well to a hacksaw and Araldite job around the base. Often a dead giveaway is tape showing around the bottom of the speedo. If it's been glued, you'll only see by lifting it out.

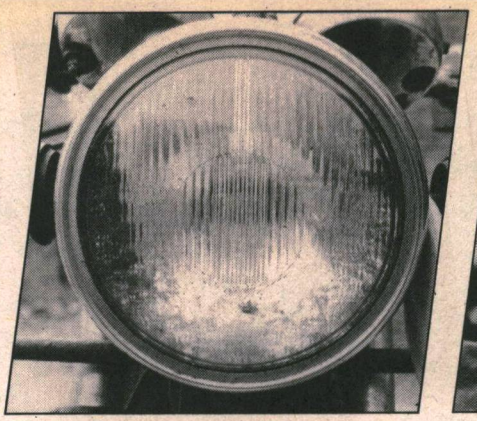
If it appears to be a different type or colour to the revcounter – a low mileage one may have been bought from the scrappie. The same applies if it looks unusually shiny and new.

Dented tank, ripped seat, grazed mudguard – none of these things should be overlooked unless it's just a hack. Repairing a tank is going to cost anywhere from thirty quid on, and a new one can cost over £40 even for a lightweight. A Katana tank costs over £100 incidentally.

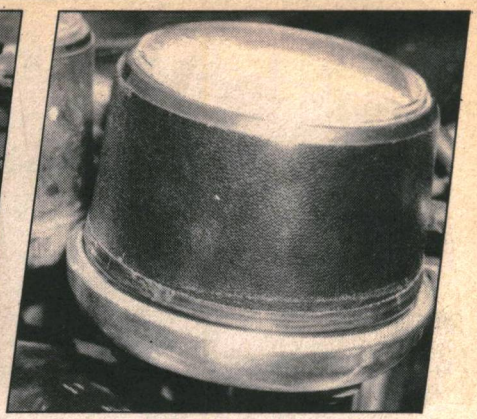
The newer the bike, the more important the appearance. But even on older stuff you should haggle over getting something knocked off for dents and scratches. Here's a list of areas you must check and some example prices.

Exhaust system – one of the most common, and expensive hassles. Rusted silencers usually dump their lump of body filler and Coke can the day after you've bought the bike.

Cost – exhausts for old trail bikes can be difficult to obtain and may be *more* than what you paid for the bike in the first place. A couple of funny-shaped silencers often



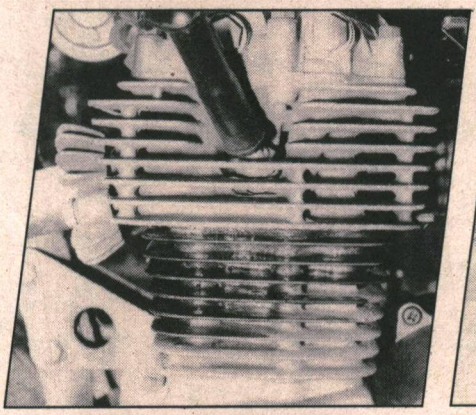
A rusty lamp reflector like this means reduced light output. Cause was water let in through a small stone chip. New unit is required.



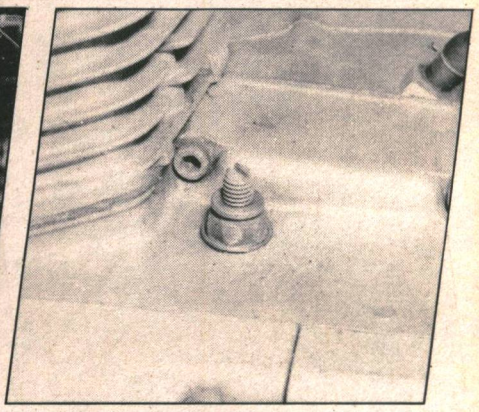
This one's a classic; tape around base of speedometer probably means that someone has been tampering with it to turn back the mileage. Steer clear.

Wear in steering head bushes or bearings can be detected by holding on front brake and attempting to push backwards and forwards, but this method is better.

Alloy or one-piece metal wheels can't be repaired like spoke types, so spin them for signs of buckling and check for bits missing from rim edge.

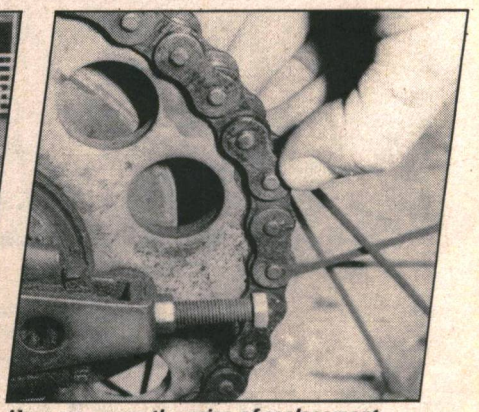


Give the engine a thorough check for oil leaks. Lubricant smothered all over the outside can be bad news, meaning a major stripdown.



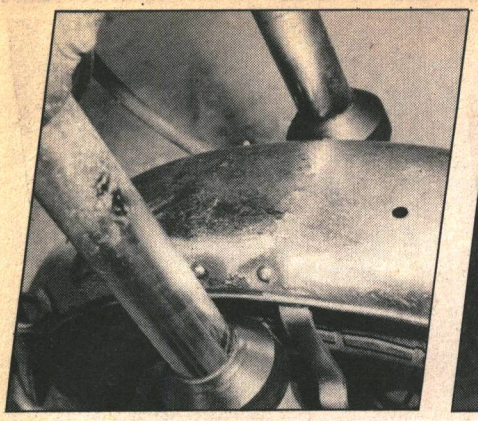
Check with a handbook to find out which way the cam chain adjuster should be tightened, then look to find out if it's turned right in or out, like this one.

Heave up and down on the rear of the bike to check suspension unit condition. Not much resistance and a lot of bouncing means they're worn out.

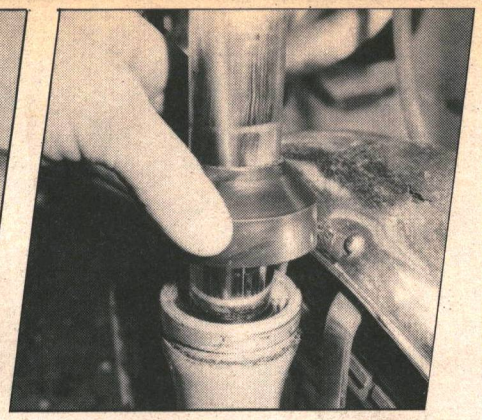


Have you seen the price of replacement chains nowadays? Check condition by attempting to pull away from sprocket – it's worn if it does. This one's okay.

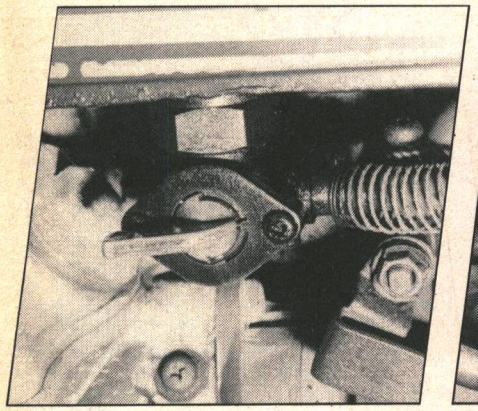
Avoid the rip-off!



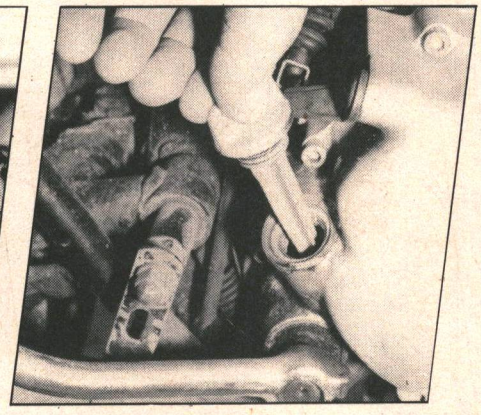
Double-skinned Honda mudguard has rusted from the inside around the mounting bracket. Check this type from underneath to make sure even if nothing's apparent on surface.



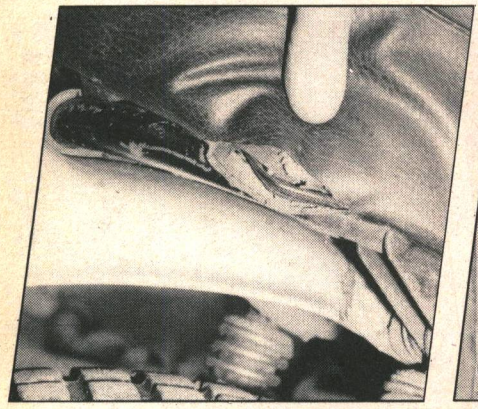
Whip up the front fork rubber covers to check for signs of oil leaks. Bushes can be replaced if damage isn't too bad, but be wary if apparently new bushes are leaking.



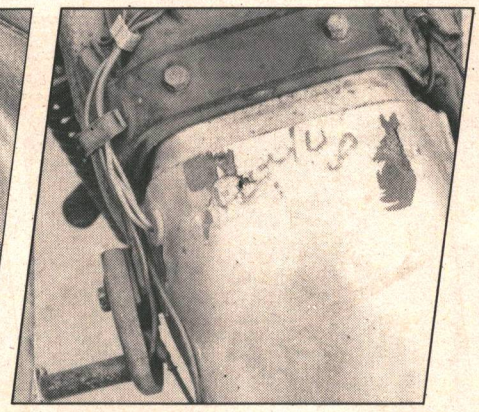
A few drips of petrol around the tap may seem innocuous enough, but they generally can't be repaired nowadays so a replacement will be necessary.



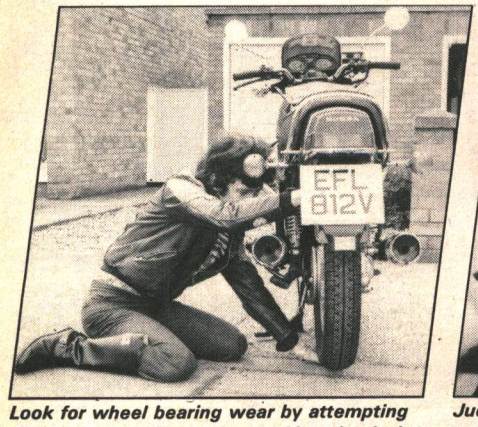
A well worn engine will build up excess crankcase pressure which can often be detected by removing oil filler and looking for signs of blowback while engine is running.



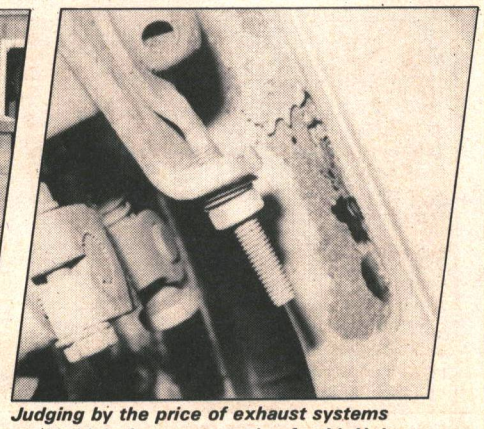
Poke around the seat edge for cuts or splits which can soon develop even if not too bad at the time. Replacement or recovering isn't cheap.



This writing on the rear mudguard probably means the part came from a scrappie. Was the bike damaged in an accident, did the original one rust and are there any more cheap bits?



Look for wheel bearing wear by attempting to rock in and out as shown. Also check the swinging arm bushes while you've got the bike up on the stand.



Judging by the price of exhaust systems you'd think they were made of gold. Holes like this on a four or six can mean very expensive replacement.

cost over £100. A set of pipes and silencers for a big four can cost well over £150, and a Benelli six cylinder job a mind-boggling £400 plus.

Forks – leaking and damaged forks are not always 'just an oil seal job' as the owner would have you believe. Always insist on lifting up fork gaiters, especially if they look like they've recently been fitted. They are often used to cover up pitted and scored stanchions. Bad scoring can also mean the legs need replacing as well. Always assume the worst.

Cost – most average fork tubes cost around £20-£35. Always check though. Ducati forks for instance, have a sealed damper system and may set you back nearly £70 each. Ordinary stanchions on most exotic machinery such as Bee Ems, are at least a tenner more than normal. Leaks on BMW forks are not uncommon incidentally, and seal replacement is not the usual back-yard job if you want them to hold oil afterwards . . .

Wheels – alloy wheels look nice but can't be repaired like the old spoke types. Spin the wheels and check for dents/buckling and look for chunks out of the edge of the rim. Check carefully for cracks which may indicate that a broken chunk has been glued back in.

Cost – adding items together like new tyres, battery, seat, rear dampers, mudguard etc., can sometimes exceed the cost of the bike. An important item on big bikes is the cost of a sprocket/chain set. A new O-ring chain can cost £35 upwards.

So far we've done very little other than looking at the bike and checking for rust/wear/damage on the bits which are staring us in the face. The next stage is to probe deeper into the vitals. . .

This is the moment where the owner often starts getting worried, but it's no good pussyfooting around and ending up with a machine which has, say, naffed swinging arm bearings. These can often be an expensive pain to replace and have been known in rare cases to cause the demise of the frame/swing arm during renewal.

First thing you're checking is for wear or roughness at all pivot/rotating points. Do like the pictures say, and you won't go far wrong.

Listen and feel for roughness when the wheel's spun. Try to rock the wheel with the tips of the fingers to detect minute amounts of play. There should be no play on any bikes except Harleys with taper-roller wheel bearings.

Check for play in headstock bearings and forks generally. Swing from side to side to feel for roughness.

Swinging arms can be checked in several ways, in our picture the wheel's off the deck and it's being gripped firmly top and bottom and twisted. Give it plenty of welli, and don't confuse the squidgey feel of rubber bushes with genuine play.

Also check the rear dampers for leaks while you're poking around. Pump the back end up and down and check for some friction. If the back end can be bounced uncontrollably, the shocks are naffed.

The gears can be superficially checked by counting them up and down while rocking the machine. It's essential that you already know how many gears the bike's got. I've met the owner of a four speed XL250 which redlines easily in top. Now, if he'd realised that it was a five speed . . .

Feel whether the engine's warm before starting. If the owner's already had it running, it's impossible to tell if it starts okay when cold.

Assuming it's cold, turn on the ignition and check that the neutral light is showing. Flick the kill switch to 'off' when nobody's looking and keep your hand over it as you ▶

Avoid the rip-off!

crank the engine. A poor battery will start to show up within one to 10 seconds, indicated by the slowing of the starter. Don't dismiss the possibility of a starter fault or a bad connection.

It's not worth checking the electrics until the engine's running. Indicators often don't function properly straight off the battery alone. If they do, the system and the battery are in good shape. But you won't be telling the owner that.

Check all the electrics and be careful about bulbs which have 'just failed'. I once bought a CG125 which was going cheap cos the lights didn't work properly. It took me two days to discover that some pillock had fitted an SL125 light switch. Replacing the switch meant buying the whole lever casting assembly . . .

Listen very carefully to the engine when it's cold for rattles and clunks. Ideally you really need someone who's experienced in listening to possible terminal noises.

Listen for growls from the bottom end and tinkling/tapping at the top.

Serious knockings from the crankshaft usually sound harsh. A bike revved on the centre stand will transmit a deep grumble to the ground if the main bearings are naffed. If in doubt leave it.

You should know whether its got balancer shafts. If something's gone wrong here, you can usually expect the engine to vibrate even more than normal. Bikes such as the old Yamaha 500 twin will destroy balancer drive if the adjustment's neglected. Getting this repaired will cost more than the price of the bike.

Basically you can expect to have the odd problem with an engine like a big desmo Ducati, but Japanese engines are usually a different thing altogether. Any untoward noises or misfirings from these and they're best left alone. This especially applies to two-strokes which are potentially more trouble.

Most two-strokes tend to suffer from exhaust security problems of some kind due to vibes. Look for cracking brackets and mountings. Also check for cracks in rubber carb intake stubs.

Strokers which suffer with excessive smoke from the exhaust should be avoided, most of the faults associated with this syndrome are expensive.

A book could be written on engine checks, but it mostly comes down to common sense and not wasting time on 'iffy' machines.

Don't let owners snow you on things like small oil leaks, especially from the engine sprocket area. A 'small weep' from the seal could turn into a deluge a week later when the body filler falls out the hole in the casing. This kind of damage is usually caused by a chain breaking.

If it's a liquid-cooled engine, this introduces more checks. Mostly the top-up chambers are translucent, and you'll be able to see evidence of any muck or drastic changes in level. Also check the radiator for leaks/damage.

Road test – you should sound the owner out as to whether the bike can be test ridden. If you're not familiar with the machine, try and get someone to try it who is. Make sure they've got their licence and insurance with them.

Check the tyres are legal (the rider's responsibility, *not* the owner's), and the bike's taxed. One of the other points that some people don't realise is that a bike is technically not insured if the MoT has run out.

If the person trying the bike is used to riding the same model, it shouldn't take long to suss out whether it feels right. The most important thing is that it doesn't show any fondness for turning in one direction in preference to the other.

If it does, check the rear wheel spindle adjustment marks to see if the wheel's in line. If the bike handles okay with the spindle way off line, there's also something drastically wrong.

Once you get the bike out of sight of the owner, you can park it up and have a good poke around at anything that might have been bugging you such as the speedo or body filler covering a kink in the frame.

Of course, he might want to accompany you – wise really 'cause some people have been known to go for a test ride and not return.

The other thing you can do is to give it a good acceleration and deceleration test in all gears to make sure they don't jump out. You really need to snap the throttle open and shut vigorously to be sure.

Check the brakes for grabbing or locking on, and lack of bite. Generally give it a long test to get the engine hot enough to reveal any bugs. A fault that may show up is the oil pressure light coming on.

Concluding the deal – the bike is obviously not what you wanted, but as an act of charity, you're willing to take it off his hands for about half the asking price. The question is, has he just stolen it?

If he's got the log book you've got a reasonable chance that everything's okay. If there's any hint of suspicious circumstances, or the guy's operating from a tent, maybe it's better to leave it alone.

There are ways of finding out if the bike is stolen, but even if it did become the subject of an enquiry into the central police computer, there's no guarantee that the owner has reported it missing.

If you are given the log book and a receipt, and buy the bike 'in good faith', as it's known in the eyes of the law, there's a good chance that you will not have any hassles if it turns out that it was stolen. The same thing usually applies to bikes which are subject to an hp agreement with the previous owner.

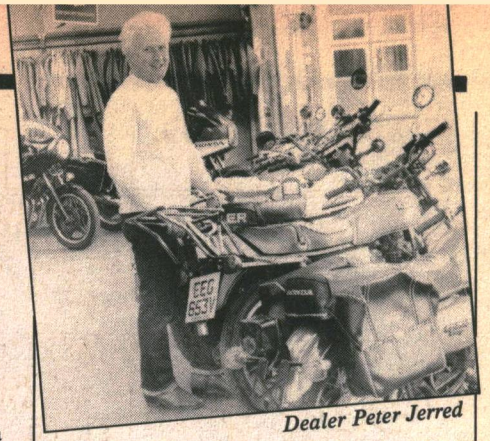
It's possible to check if the hp isn't paid up by going to the Citizens Advice Bureau and getting a form filled in and sent to HP Information Ltd by the Bureau.

What other precautions do you need to take? It's best to get some of the main claims the owner may make about the bike down in writing. A typical receipt might read 'Received the sum of £000 for motorcycle registration number 000 000 for which there is no outstanding money owing. The engine has been rebuilt at 00000 miles at such and such a date . . .'

Whatever you do, get some form of receipt giving the main details, and make the owner sign and date it.

If the guy wants you to sign something like 'as seen, tested and approved', ask him what's wrong with the bike. Signing it doesn't mean a lot, especially if it's been witnessed as being done *after* the cash has been handed over.

Blow-ups do happen, and if you've paid a fair price, there should be some redress even with a private sale.



Dealer Peter Jerred

The most important hedge against trouble is to keep hold of the receipt which states that the bike is in good condition etc. Also keep the ad just in case there's any specific references. This can be used against the previous owner.

First you should politely ask the person who's sold you the bike to do something, like pay the bill for the repairs. If you get nowhere, the next step is to get in touch with the 'Consumer Protection Department' shown in the phone book under your county council.

If you get your evidence together as mentioned, it should, in principal, be easy to get some action. In practice, however, it isn't always that clear . . .

Pretty dry stuff huh? Well, there's only one more piece of paper to deal with, and that's the log book.

As the new owner, you tear off the bottom bit after signing and dating the 'acquiring keeper' section and give it to the person selling the bike. All you have to do is fill in the relevant details in the 'changes' section and post it off to those wonderful DVLC people in Swansea.

The dealer – What gets up the average dealer's nose? I asked Peter Jerred, Cambridge motorcycle dealer and unicyclist (? – Ed), about his ideas on getting the best out of a dealer.

"If the customer comes in with a long face and demands to know 'how much for cash?' I tell him that the price is on the ticket.

"I don't mind haggling a bit and having a laugh and a joke. They stand a much better chance of a good deal. The chap who wanders around looking miserable and expecting me to automatically give him a discount is not going to get far.

"One of the best things from both the dealer and customer's view is to bung in some item of clothing as a discount. In actual value he could end up with more than if I just knocked a bit of cash off. It's always a good bargaining point if you're after a new helmet or whatever.

"In my experience, one of the most important factors for getting satisfaction if the bike goes wrong is to bring it back straight away. We sometimes get whining phone calls after they've been fiddling with the bike for a week trying to get it going. It often turns out to be something stupid like the fuel turned off. Yes, it really does happen."

HONDA 5-STAR	CX500B £1299	CD200 £699	
	MB 5 £339	CB100 £499	C90 £409
YAMAHA SERVICE	QT 50 MOPED £199	XJ750 £1859	
	SR 250 £699	RD250LC £999	PASSOLA £299 MOPED
SUZUKI SATISFACTION	GSX1100 £2699 KATANA	TS50 £459	
	SB200 £569	GT250x7 £699	GP1000X £439

LAMBA LAMBA MOTORCYCLES
120/132 High Street, Carshalton, Surrey
SM5 3AE. Tel: 01-647 4851/2246

MZ in LONDON

LONDON LARGEST DISCOUNT

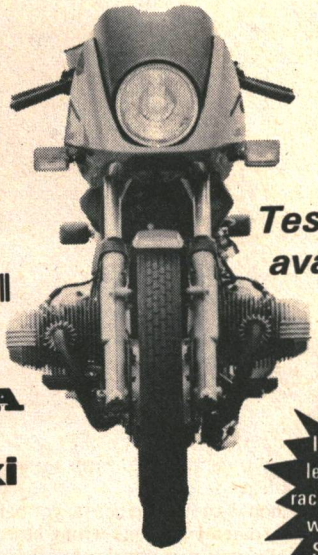
SALES, SPARES, SERVICE, M.O.T. EVERYTHING MZ.

BVS MOTORCYCLES

1A COMBERMERE ROAD, LONDON SW9.
TEL: 01-274 5473.

Southport Superbikes

MAIN AGENTS FOR
HESKETH
BMW
DUCATI
HONDA
Suzuki



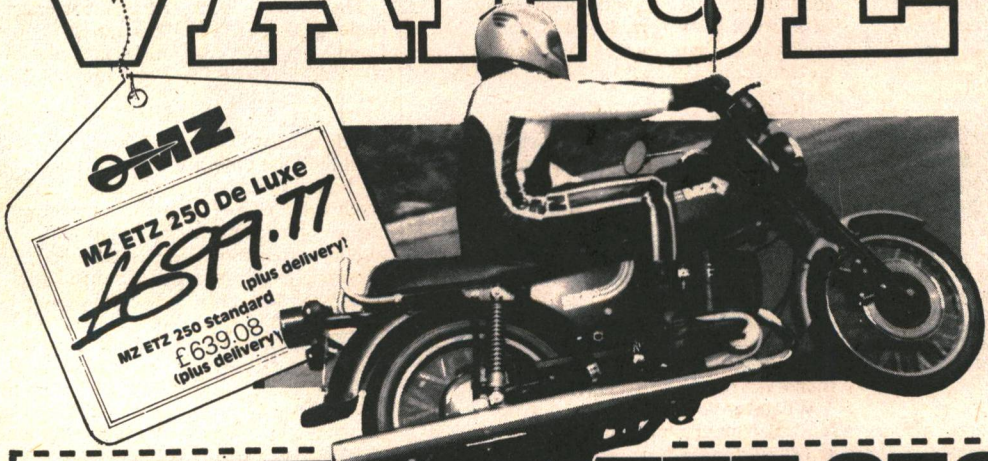
Test rides available

R65

If you're a learner or a racer, you'll be welcome at Southport!

PHONE TODAY:
SALES: 86-90 EASTBANK ST., SOUTHPORT.
TEL: SOUTHPORT 36192
SPARES & SERVICE: 7-11 YELLOW HOUSE LANE,
SOUTHPORT. TEL: SOUTHPORT 40082.

250cc's worth of well engineered VALUE



"About the best motorcycling value you can get"
SUNDAY TIMES COLOUR MAGAZINE

The MZ ETZ 250 — more bike for your money

Here's the bike that gives motorcycling a whole new dimension — the outstanding MZ ETZ 250. It's got all of the engineering and technical qualities that have made MZ a byword for incredible value — reliability, economy, practicality — plus important new features that compare favourably with bikes twice the price.

There's the powerful hydraulic front disc brake, giving precise control in today's traffic conditions. And a sophisticated combination switch controlling lights, indicator and horn. The instrument panel has been restyled to give at-a-glance vision, and there's a new 12 volt electrical system with capacity for additional electrical accessories.

Suspension and handling are both top class — and at 0 to 50mph in just 6.6 seconds the ETZ 250 is no slouch off the mark either. It's also cheap to run and easy to maintain, with a fully enclosed chain guard, easily detachable wheels and good spares availability.

See the ETZ 250 now at your nearest MZ dealer — tough, beautifully engineered and very economical, we reckon you'll be amazed at how much bike you get for your money.

MZ ETZ 250

SEND FOR A FREE LEAFLET

Please send me details of the new ETZ 250 plus the MZ range of bikes, with the address of my nearest MZ Showroom

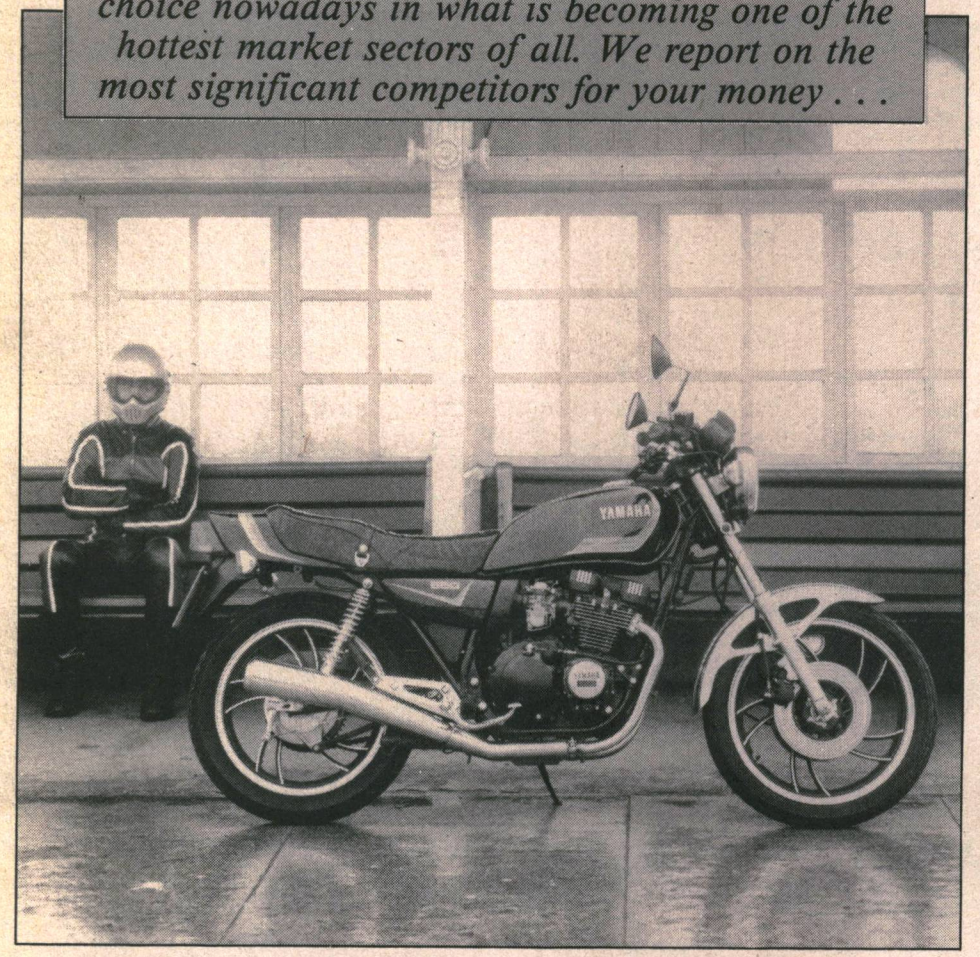
Name Address

BB

WILF GREEN LTD. MZ House, New St, Halfway, Nr. Sheffield. S.Yorks. Tel: (0742) 488500

THE 550s

Anyone thinking of buying a 550 is spoilt for choice nowadays in what is becoming one of the hottest market sectors of all. We report on the most significant competitors for your money . . .



Yamaha XJ
PRICE: £1639

YAMAHA'S XJ550 IS A REAL revelation of a mid-weight bike. It's a breakaway from the super-sanitized Mr Clean and a balls-out sportster to boot. For a start, the engine's very peaky – there's precious little power below six thou. Hit this threshold though and the next thing you're looking for is the gearchange as the tacho needle soars up to the 10,000rpm red line.

Having most of the power crowded into the top end of the rev range may make for a sporty bike but it can often be annoying under regular road conditions. Stroking the XJ along a typical English A-road requires regular use of the gearchange for manoeuvres such as overtaking – down at least two cogs from sixth – and when confronted with a headwind or steep hill it'll quickly drop off the boil. Motorway riding, if you're being a good boy for a change, is also irritating since six thou in top equals 76mph. It's unlikely that you'll be pulled for that speed but since the inaccurate speedo will be showing about 85mph, you could be worried. Ignore the law and you'll find that theXJ won't rev out in top; at our test track we settled for a top whack of 111mph . . . not bad.

All this high-rev horsepower is produced by a two valve per cylinder, bucket and shim type, four cylinder double overhead cam engine, with a modification to the induction system known to Yamaha engineers as 'Yamaha Induction Control System'. You'll see YICS stamped on most of Yamaha's four strokes from now on. This isn't an extra gizmo but four extra secondary inter-connected inlet tracts cast into the cylinder head and which join the main inlet tracts just above each inlet valve seat.

As each cylinder starts on its induction stroke, its secondary inlet port sucks fuel from the other cylinders' carbs and inlet tracts while their valves are closed. These secondary inlet tracts are only a quarter of

the cross-section of the main tracts so the air-petrol mixture moves at a much faster rate than the mixture in the main inlet tract. So when the secondary mix joins the main mix, it gives the whole caboodle a swirl. This increased velocity and turbulence of the mix improves the combustion process.

It's not an entirely revolutionary idea since most inlet valves are angled downwards to create this swirling effect for more efficient cylinder filling and better combustion but the Yamaha system is claimed to save 10% on fuel. Certainly our test bike returned surprisingly good mpg considering the thrashing it received. The worst figure was 48mpg, which included a hurried 90-100mph blast; cruising at an easy 50mph gave a best of 62mpg.

Rubber engine mounts absorb what little high frequency vibes are produced by the engine and even at a screamin' 10 grand there's only just a tingle coming through the 'bars and footrests. There's a mirror-blurring period between four and six thousand rpm when I suspect there's a hole in the power delivery curve, but at low revs the XJ's not completely useless providing you don't expect sharp pick-up from snapping open the throttle. It'll pull smoothly from just above tickover with none of the cold-bloodedness usually associated with small multis.

While we're on rubber bits I'll mention the tyres, which just have to be the worst Bridgestone have produced in yonks. At the front is a ribbed Mag Mopus which is okay, but the rear tyre is a throwback from the days when Jap tyres were best used by Thames barges as fenders. Admittedly it had worn to a flattish profile in the centre but it was still well within the legal limits, and overall mileage on the bike was 2500 miles at this stage.

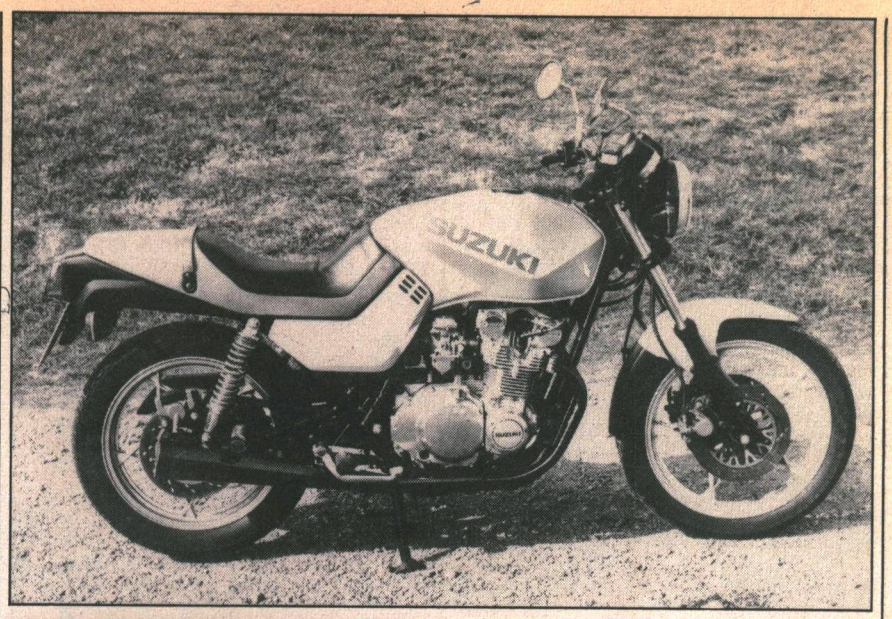
Neither are the rear shock absorbers much cop. Suspension front and rear is surprisingly non high-tech considering the XJ's rivals' air assistance, adjustable damping and, in some cases, rising rate. The Yamaha's forks don't suffer at all by being 'only' coil spring and work exceptionally well, but even solo the rear shocks had to be put on maximum spring preload to maintain ride height – with a pillion it was just a joke.

The steering has a slightly twitchy feel which could well be tamed, and the whole bike's roadholding transformed, with a decent set of tyres and rear shox – the same old Japanese bike complaint we were making years ago! There's no worry over the brakes though. In wet or dry, the twin front discs are incredibly powerful yet also progressive ▶

and are well matched by the rear single-leading-shoe drum brakes, rod-operated.

While the riding position is great for a sporty solo rider, it's a bit of a tight fit two-up, especially if you're trying to squeeze on luggage somewhere too. The rearset footrests that make for one-up total control also mean you and your passenger's feet entangle occasionally. It's not that two-up trips are an impossibility, just that here's a bike that gives its best ridden hard; if you're into touring with a friend, forget the XJ. All the usual Jap equipment is quite adequate, though: headlamp is a 50/40 unit, self-cancelling indicators are standard as are the Mockett italic cast wheels.

So many motorcycles of all capacities, shapes and sizes are available today, and each category is incredibly competitive – especially the 550cc class. The XJ550 Yamaha is in the same mould as Honda's famous 400cc four but with all the improvements in motorcycle technology that have taken place since then. It's not the stuff that legends are made of – but then who wants to be a broke folk hero anyway?



Suzuki Katana
PRICE: £1513

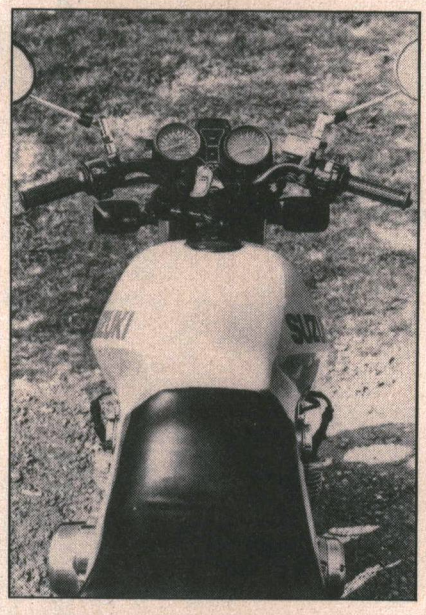
THE USUAL SCENARIO WENT something like this: I'd pull into a car park and kill the 550 Katana's motor, which'd start ticking and pinging as it cooled down after a thoroughly enjoyable bit of headbanging scratching. Then some Derek would waddle over, cast a highly critical eye over the space invader styling and, in tones laden with remorse for the heartbreak he was certain he was about to cause me, impart the knowledge that the Katana's motor and frame were more or less straight 1977 GS550.

Er, yes that's correct. Oh, I *see*. He means the Katana's merely a dinosaur masquerading as a creature from outer space and he thinks I've paid more than fifteen hundred quid for a prehistoric relic. Yet another punter bludgeoned into thinking that anything which isn't next year's model isn't worth the paper its specifications are printed on. Rubbish. So long as a motorcycle does the business it's immaterial whether the basic structure's five years old or fifty. In any case, my smirking informant was off the mark.

The well-tried dohc 549cc engine with its almost square bore and stroke is not quite the same mill whose excellently useable characteristics won it many friends when it powered the old GS550. That bike had a set of four 22mm slide carbs but these were dropped in favour of 32mm CVs when the Katana was introduced last year. This is the most noticeable change – the CVs have sharpened the 550's throttle response considerably, though any improvement in fuel consumption is probably more than offset by the greater encouragement to spin the motor hard through the gears. Power is said to be up by 2.7bhp to 53.7 at 9400rpm (9,000 rpm on the 550E roadster). Frame changes are miniscule: 0.3°more rake and 1mm more trail.

Suzuki obviously felt that the GS could make the transition to Katana-ised form without major trellis changes or the addition of TSCC, TDCC or other ways of making mixture bop around the pots for added oomph. Thus, unlike the two 650cc shaft-driven Suzukis whose motors have very different power outputs and characteristics, the two 550s share almost identical motors with a conventional two-valves per cylinder layout and a comparatively mild 8.6:1 compression ratio.

What has really been improved is the suspension. The coil spring front forks are easily firm enough for the Katana's naughty fully-fuelled-up weight of nearly 500lb (227kg). A rubber cap on top of each fork leg conceals an adjuster giving two choices of spring preload setting, while at the rear four damper settings on a click ring atop each shock and five spring preload settings give dial-what-you-like suspension.



Above and top: Suzuki Katana 550 looks very stylish when viewed both from the side and where the rider sits. Note angular recesses in tank for rider's legs.

It all works. Riding up some twisting A roads north of Aylesbury it became clear that this is one Jap multi whose power output is well within the range of its frame and suspension. Holding 80-90mph on the clock uphill, down dale and through the wide bends, meant making full use of the top three gears even though only 500rpm separates each ratio – power peaks well to the top of the rev range. On the motorway with its different sense of time and distance, 110mph had seemed to come up fairly rapidly but now the 550 seemed to struggle to hit the ton before a bend or a dawdling Metro driver necessitated a roll-off.

Riding position on the Kat tucks knees right under the tank cut out thanks to the high-set pegs' close relationship to the rider's dip in the seat; arms stretch out over the humped five gallon (23 litre) tank to the wide, flat black bars. The racy crouch leans you on to the wind and goes some way to reducing the tall top heavy feel transmitted from the 31in. high seat and 40lb (18kg) of fuel in the full tank.

The twin front disc brakes are excellent, with a nice progression from bonking to a halt at 20mph using just a pair of fingers on the dogleg lever to tyre-howling decceleration from full honk. At the rear is that rare bird, a double live piston Japanese caliper working on a 10.75in (275mm) disc, like the front ones carrying quantities of stop-faster orange/red paint. Frankly, it's overkill in the stop stakes, especially as the old GS's rear drum was easily sufficient.

The tyres, tubeless Bridgestone Mag Mopuses, behaved impeccably apart from a trace of white-lining. For the rest, the Katana's an almost-normal, well equipped Japanese motorcycle from its bright 60/55W headlamp to the big stop/tail light. The mirrors give a good view of more than your elbows but flap around on their rubber mountings so much that the anti vibration effect is cancelled out. The 550's pretty smooth anyway, except for a slightly rough-patch at 5000rpm, and is also well silenced.

In just about all respects the 550 Katana falls midway between the £1238 GSX400F four (105mph) and the shaft driven 650cc Katana (120mph). The 400's really a big 'little bike' and there's a significant difference between the effort required to cruise at 90mph on the 400 and on the 550. The extra poke available from the 650, plus the benefits of maintenance-free shaft drive, may sorely tempt riders to pay up the extra £190 and resign themselves to a slightly higher insurance premium. The 650 handles just as well as its little sister but has a tad more low down grunt for traffic while dishing out enough extra horses to make activities which are simply fun on the 550 more exciting.

Kawasaki GPz
PRICE: £1749

FRANTIC. THAT'S THE ONE WORD summing up for Kawasaki's firecracker red GPz550. It came to me just as my 2000th mile aboard the bike showed up, while pumping the gearlever down three cogs ready to flash past a lurching, overladen Deux-Chevaux wagon in north-eastern France. On many a bike, I mused, I'd have just swept past with just a steady wind of the throttle. But by this time I'd grown used to the GPz's high speed temperament; each time you caress the front brake lever – so powerful and strong that a 'handful' is rarely required – an accompanying cog down is necessary to keep the motor boiling.

Much has been claimed for the GPz550, not least that it offers the performance of a

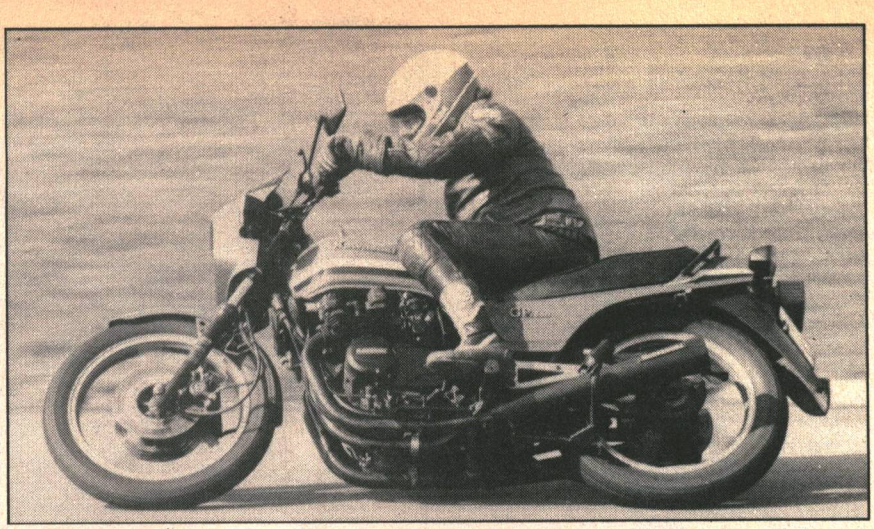
750 in mid-weight size package and price tag. But while the Uni-Trak GPz is definitely one very fast bike on the track, on the road *anywhere,* it can't take the place of 750s or any other big bikes unless the rider changes his ideas of what he wants from his motorcycle. My French ride decided me on that. I *could* cruise as quickly and skilfully on the 550 as on any 750cc bike – the Kawa's happiest cruising speed is an indicated 85-100mph, when the motor is running hard enough to deal with most gradients and headwinds in top gear and the riding stance enforced by the rather cramped footrests and handlebars doesn't hurt too much – but fast moving requires constant working of the gears to make up for any loss of momentum, or added load. Riding in this way during a weekend blast down France and back got me there as fast as I could have gone on any bike but I paid the price of aching back, stiff neck, numb fingers and fuel consumption in the low 30s: ridden with more restraint later we got a best of 53mpg.

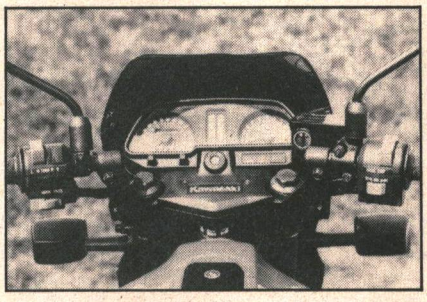
The motor is traditional Kawasaki – none of this four valves per cylinder business, nor a consonant alphabet of initials signifying especially efficient combustion techniques. It's just a straightforward across-the-frame four with chain driven double overhead cams operating two valves per cylinder by the time-honoured bucket and shim method. Bigger valves and exhaust pipes, more radical camshafts and a higher compression ratio distinguish the GPz from the ordinary Z550 and the changes which affect horsepower over the '81 GPz are to carburation. Kawasaki have replaced the former's 22mm diameter slide carbs with 26mm constant velocity TKs, switched to two separate air filters to clear the new rear suspension and claimed an extra 3bhp for the move.

That Uni-Trak suspension is similar to the one developed by Kork Ballington on his grand prix 250/350 Kawasakis, and adds a couple of inches to the GPz's wheelbase. The shock is connected at both of its ends to the swing arm; at the top by a rocker arm pivotting on a frame lug. This method increases the rising rate by compressing the shock from both ends and enables the suspension to cope well with small wheel movements and yet also prevent bottoming over big bumps.

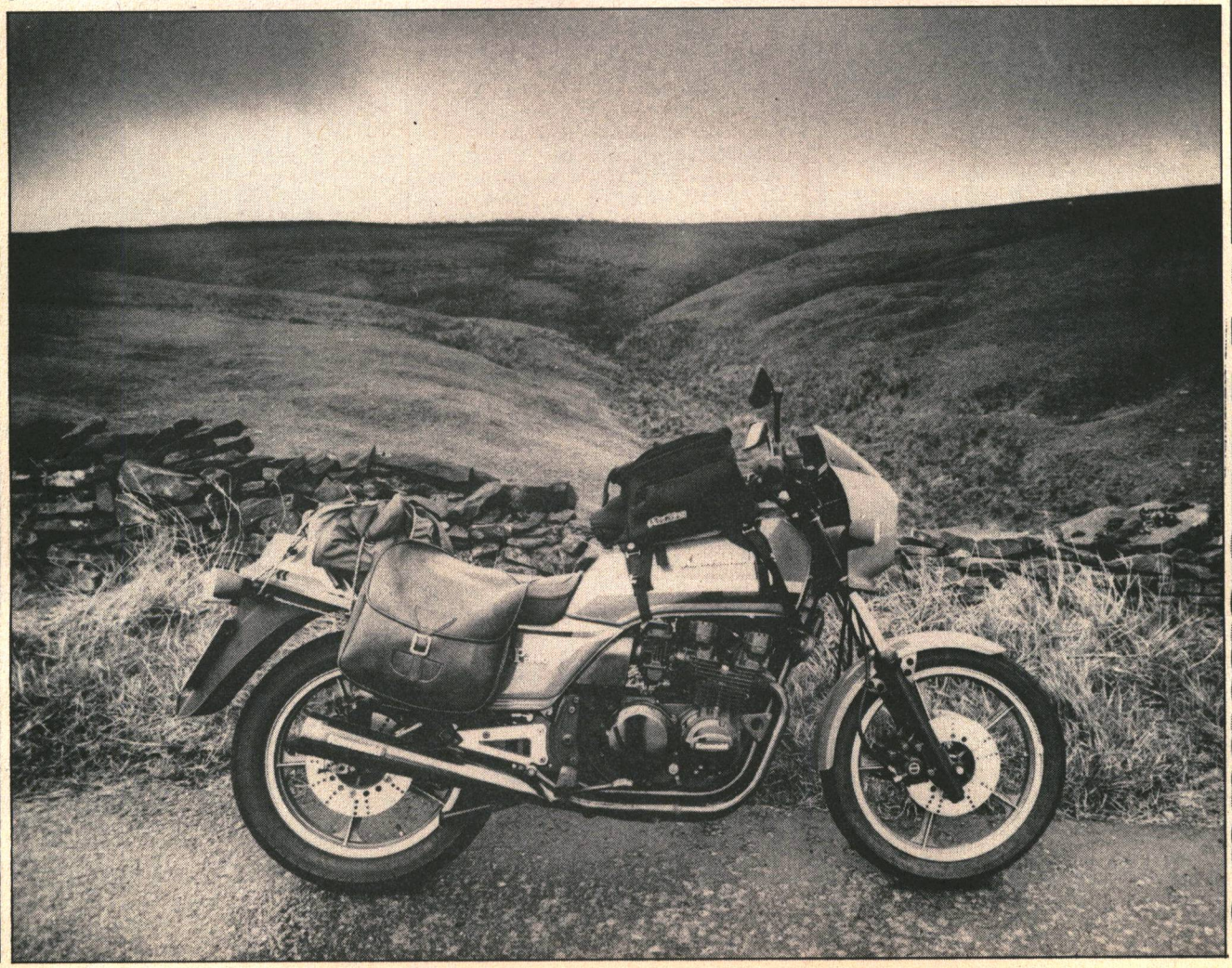
The result of all this is good handling with a comfortable ride, only marred by the lack of access to the shock for adjustment or maintenance. To adjust the spring preload (sleeve and C-spanner) or rebound damping (four settings on knob at base of shock) means removing the left side panel, air filter and airbox, and even then there's little room for manoeuvre. The rising rate should however prevent bottoming out whatever the load imposed so carrying the occasional pillion for short trips is better than with conventional dual shocks if you don't bother with adjusting the springs.

The GPz's forks are less impressive but still not bad at all, with a new for '82 feature of linked air assistance backing up a dual rate coil spring. Damping has also been ▶





Above: Kawasaki's race-bred Uni-Trak suspension helps make the GPz550 a fine handling machine – even when cornering on the limit. Small bikini fairing houss tacho and speedo.



THE BIKES

increased. The tyres on our test bike were Japanese Dunlops said to be grippier than the Bridgestone alternatives. The Dunlops did the job reasonably, wet or dry, and proved predictable in their cornering ability.

Despite the increase in wheelbase to 57 inches, the GPz can still be flipped around tightly and it's on twisty, usually bumpy, country lanes where it excels. The too-far-forward footrests and non-adjustable handlebars don't hinder then as they do at very high speed. The straight sitting up position is good for town riding and your fingers operate neat black finished dogleg levers – pity the mirrors are useless; too narrow and also blurred above 30mph. The controls are very sweet to use, all being light and positive though I found the gearlever too close to the footrest.

A checkout LCD in between the instruments contains warning lights for low oil level, battery electrolyte level, when the side stand is down and fuel level. There's also a central fuel gauge with segments which disappear as units of petrol are consumed. And the sidestand is connected by cable to the clutch lever: pull the lever and the side stand automatically flips up. It doesn't make the clutch stiffer to use once it's up. Headlamp is a powerful 60/55W Halogen which is easily up to the speeds you *should* be doing at night.

The Kawasaki's peaky power delivery means that it is in many ways more similar to Yamaha's two-stroke RD350LC than to other 550s. For the GPz is a, well, *frantic* out and out sports bike very much in the European tradition. Despite the bike's loving of high rpm, at which it gives its best, there is a fair spread of power with no flat spots and it can be ridden easily and calmly if need be. There's a mid-weight revival under way with much more to come this year and new 550s being all the rage it seems. They're gonna have to be pretty good to match the GPz.

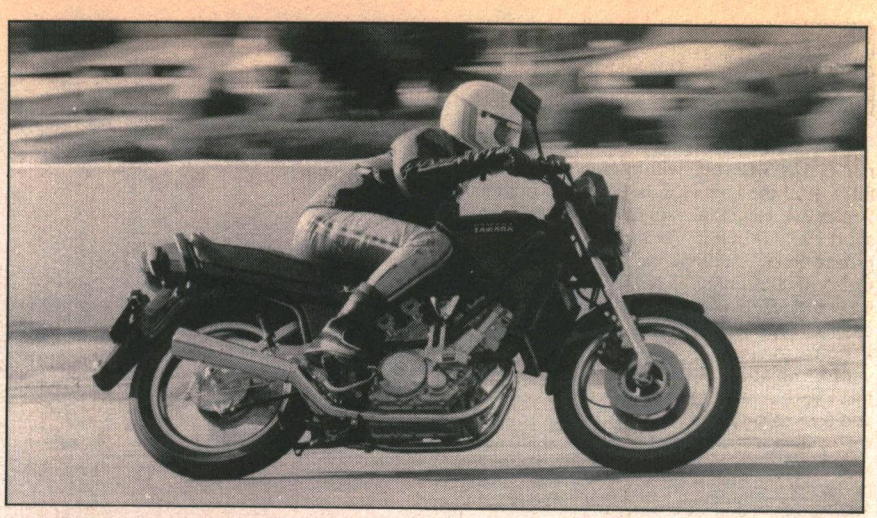
Yamaha XZ
PRICE: £1813

VERY LITTLE THAT ROLLS OUT OF a motorcycle factory these days is totally new. But Yamaha's XZ550, taken as a whole, is quite unique, and not merely in its dramatic styling. The crux, visually and technically, is its 552cc watercooled, V-twin engine, developing a claimed 64.4bhp at 9500rpm; that's an impressive 117bhp/litre, comparable with 500cc grand prix bikes of a while ago.

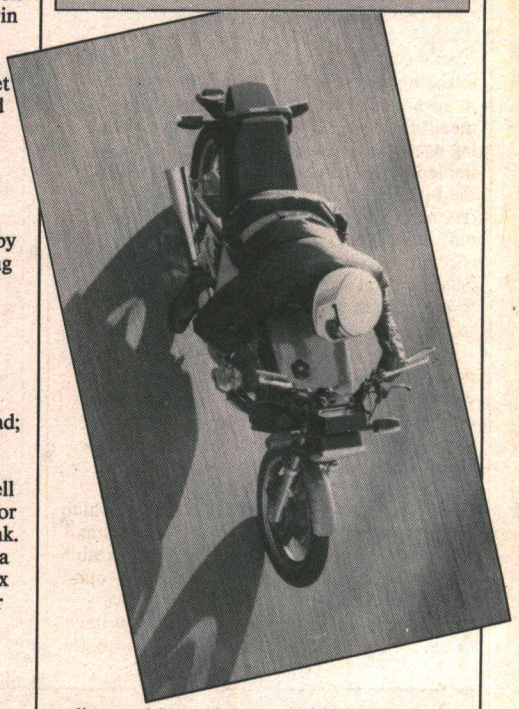
Yamaha have opted for a 70 degree V angle on the XZ to keep the engine as short and compact as possible and the overall length within reasonable middleweight limits; wheelbase ends up at 57 inches. Cylinders and heads are identical, as with all Yamaha Vs, reducing unit production costs.

As is the way with engineering compromises, this one has its drawbacks: normally a 70 degree V-twin vibrates substantially more than the ideal 90 degree format. To compensate Yamaha have opted for a contra-rotating balance shaft geared to, and forward of, the crank. This comprises one large and two small eccentric lobes, the larger one restoring the primary balance to 'perfect' 90 degree proportions, the tiddlers, phased 90 degree and 270 degree respectively from the main counterweight, cancelling out a secondary imbalance which acts horizontally. The small rocking couple resulting from having the big ends off-set on a common crankpin is tolerated.

The cylinder heads house four valves each, giving several practical advantages: increased valve area, improved breathing potential, reduced valve weight and therefore better control at high revs. Equally, on the XZ, the exaggerated oversquare dimensions of 80mm bore, 52mm stroke offer plenty of head area for valves, regardless of their layout.



Above and below: The Yamaha XZ550 is fairly large for a middleweight. Note there's plenty of ground clearance when cornering.



The XZ also features, for the first time on a twin, the Yamaha Induction Control System, YICS for short. The system used on the XJ550 four is impracticable on a V-twin with its fewer and irregular intake strokes. Instead, a separate reservoir chamber is fitted between the cylinders. When the inlet valve closes ingoing mixture rushes instead into the chamber, charging back out when the valve reopens to create a swirl in the main charge, breaking down fuel droplets and more fully integrating the air/fuel mixture. This aids power in the low to middle rpm range and improves economy by a claimed 10 percent; nobody is disagreeing with Yamaha about this, least of all Fiat who've expensively leased the technology.

Carburation on the XZ is equally interesting and again owes much to high performance car practice. Two 36mm accelerator-pump CV units are employed, passing gas almost straight at the valve head; no problems here with unwanted swirl and fuel centrifuged uselessly onto port walls. Because the carbs are mounted so high, well above the lower edge of the tank, a regulator is used to divert excess fuel back to the tank. Sharing the underside of the petrol tank is a huge, 6.4 litre airbox, so what looks like six gallons fuel capacity is in fact a little under four. The shielded rear cylinder, plus tightening EEC noise regs, led Yamaha to watercooling for the XZ. The system is similar to that on LC-series RDs, with the addition of a thermostat and an electric fan which comes on should the motor begin to overheat.

What it adds up to is a free-revving motor with little flywheel effect which would hurtle into the red through each of the first four gears. This, endorsing the excellent breathing characteristics and power delivery, is more reminiscent of a four than a twin. There's no mistaking that off-beat pulse, though, so much preferable to the multi's tingle; vibration was minimal. Flexibility is good for its size – thanks, no doubt, to YICS – and, given a reasonably delicate right hand, the engine would pull happily from 1000rpm (about 12mph) in top (fifth) gear. No flat spots or abrupt power steps are apparent. Gear change is good, the shaft drive unobtrusive.

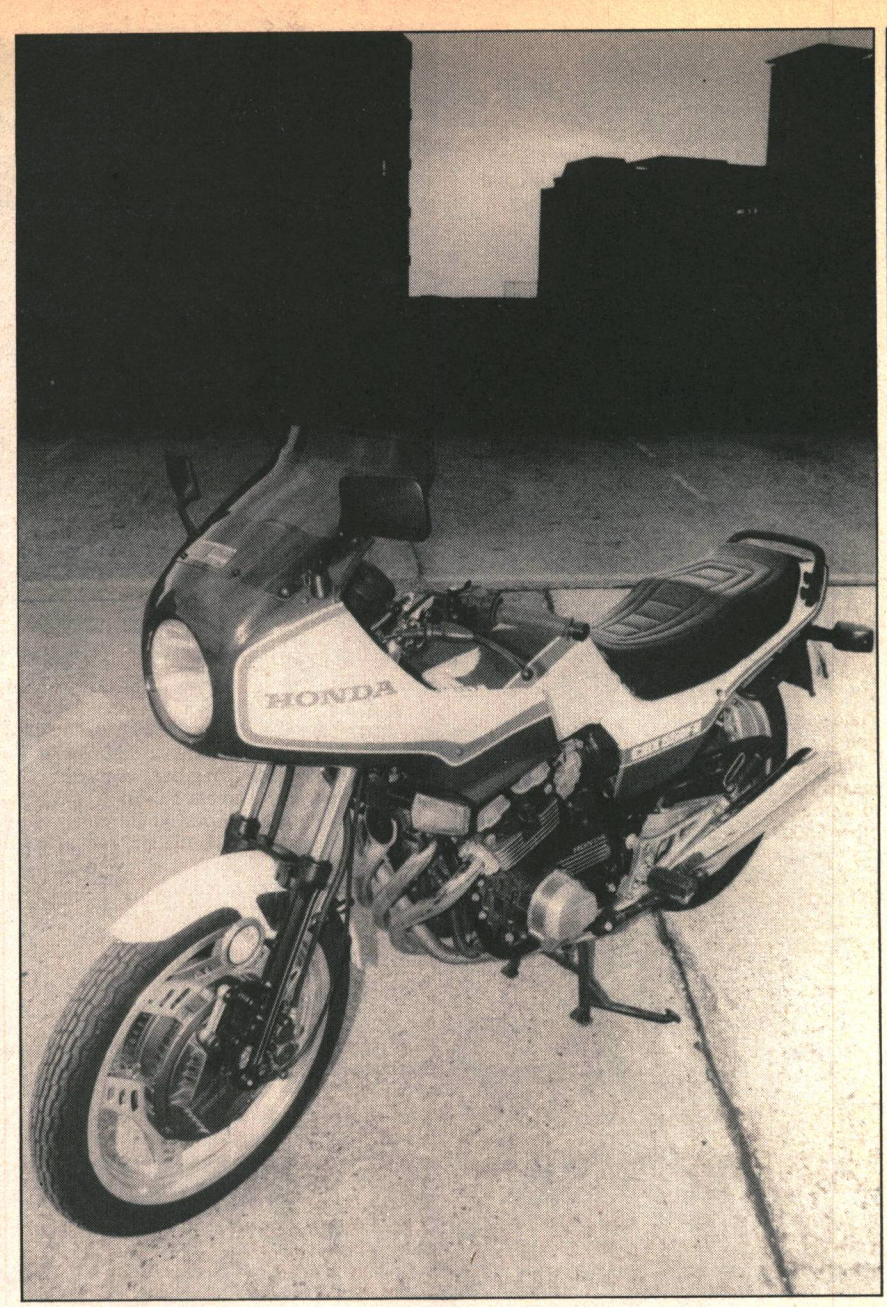
The XZ's engine is suspended from a space-frame box comprising four main rails. Almost the entire lower right rail is detachable to aid engine removal which, despite assurances, I'm not entirely convinced is conducive to frame rigidity. Rear suspension is taken care of by the familiar triangulated monoshock arrangement with a de Carbon type damper situated under the seat nose. Five steps of preload adjustment are available.

The front fork, conventionally sprung, is distinctly odd, the axle being off-set to the *rear* enabling the forks to clear the bulky radiator without giving an undesirably long wheelbase. Twin slotted discs are carried up front with calipers to Yamaha's tried and tested design, and very good they are too. For some reason – evidently a response to the wet disc lag I thought was now licked – a drum brake adorns the rear hub. Tyres are a 4.25/85 rear and a rather skinny-looking 90/90 up front; Yamaha have experimented with a larger section front boot which was said to have improved high speed handling at the expense of heavy low speed steering. Personally I'd go for more rubber: the XZ offers acres of ground clearance – it's a shame not to take full advantage of it.

Opinions vary as to the looks of the XZ with its angular lines, peculiar paired-spoke wheels and imposing scalloped tank; personally I like it and anyway it's just got to be better looking than its most obvious competitor, Honda's CX500. Dimensionally it's quite a large machine – I had sometimes to remind myself it was 'only' a 550 – and I doubt it will provoke the cramps on long hauls.

Overall I was impressed by the XZ. It acquits itself well against the suggested design brief and for the most part any criticisms are carping. Although the GPz Kawa will probably see it off in a straight line, the XZ won't be far behind the best in its class and ahead of most. It is agile, versatile, far from bland, boasts shaft drive and, at a price of £1813 could be a winner.

Honda CBX550
Price £1,7200



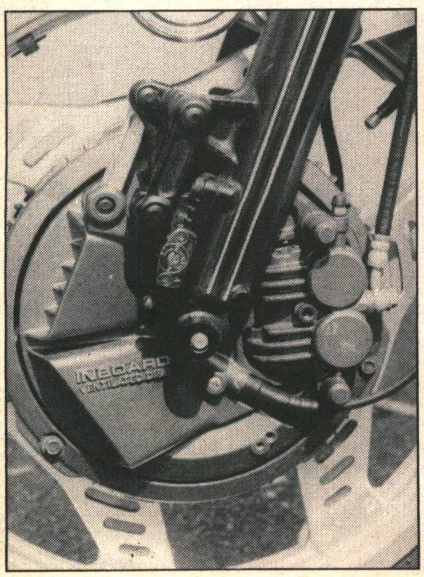
BIKE MAGAZINE will be publishing their full test of the new Honda CBX550 in their September issue (out August 20) but in the short while that *BB* has had the bike it's proved to be a major rival for Kawasaki's GPz550. Both bikes aim straight for the sporting rider who also wants reasonable comfort for long distance riding and they share many ideas.

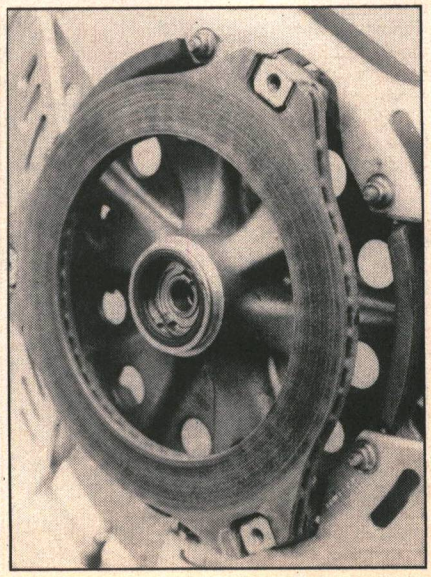
Most obvious, both are across-the-frame fours with double overhead cams, four carbs and four-into-two exhausts. The 572cc CBX motor is in a similar state of tune to the GPz with most of its real power coming in above 5000rpm whereupon it'll rocket up to the 10,500rpm redline. Both return fuel consumption figures which can vary wildly according to abuse of the throttle: a worst of 34mpg was recorded for the CBX but it averaged out at 44mpg.

The Honda 550 bears some family resemblance to its top-of-the-range bigger brother, the CBX1000. From its small crankcases (oil capacity a mere three litres) to the abundant use of plastics everywhere to save weight its clear that this bike is meant for hard riding. And when you sling a leg over its 31in high seat, you're immediately struck by how low and small the bike feels – not a CBX1000 characteristic at all but one which instantly makes you feel confident. Only the very shortest of riders, who must've already become used to tip-toeing, wouldn't be able to put both feet flat on the ground when astride it.

The GPz and CBX also share high-tech rear suspensions systems; in the Honda's case it's the latest variation of Pro-Link combined with an air-assisted coil spring single shock absorber. It works very well and without having both it and the GPz available for immediate side-by-side comparison it would be difficult to say which was the better. Whichever, both absorb small ripples and bigger potholes giving a comfortable and stable ride. We tried the CBX550 round the Isle of Man TT course, notorious for certain bumpy stretches, and found it to have excellent roadholding to the extent that both footpegs could be grounded. Even on fast, blind bends such as Keppel Gate, where the ripples tend to make you want to back off the throttle, the footpegs were chamfered neatly. The air control over the rear shock makes it much easier to tune the springing for either a heavier rider or carrying a pillion than with Kawasaki's coil spring only; however, there's no damping adjustment as with the GPz.

Below, left: Honda CBX front brake has enclosed twin discs and *TRAC anti-dive device fitted to left fork leg. Stiffness of anti-dive damping can be altered to one of four settings. Removal of front wheel and replacement is a 1½ hour job even for experienced mechanics. However, checking or changing disc pads is quite simple – 5-10 minutes. Below, right: Disc rotor bolts to wheel hub via three mounts on* outside *with the caliper inside. The outer ventilated ring cover also fixes onto these three points. Centre of wheel hub is speedo gearbox.*





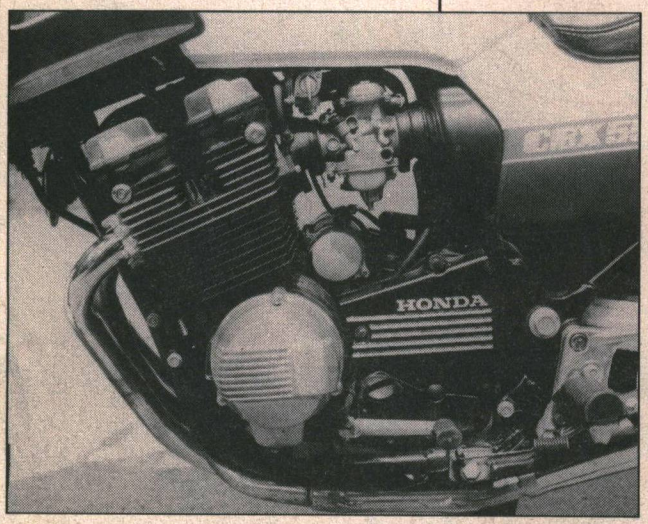
Front suspension is very sophisticated with air assist for the coil springs, linked with a rubber balancer tube. This is variable from 11-17 psi and with such a small volume, it's essential to use a made-for-the-job tool such as S&W's air pump. The forks also have Honda's anti-dive mechanism attached to the lower left fork stanchion and a hefty cast alloy brace across the forks at the mudguard to prevent twisting. The anti-dive mechanism has two functions: 1) it prevents nose-diving to excess when the brakes are applied sharply and 2) by doing so, it allows the front suspension to absorb bumps under braking and therefore improves grip and control.

Honda achieve this anti-dive by a different, and much more refined, method than similar devices fitted to Suzukis and Yamahas. All these anti-dive mechanisms consist of a valve in the fork leg which turns to alter the compression damping rate as the brakes are applied; the difference between Honda and the others is that Honda use the torque reaction of the brakes being applied ▶

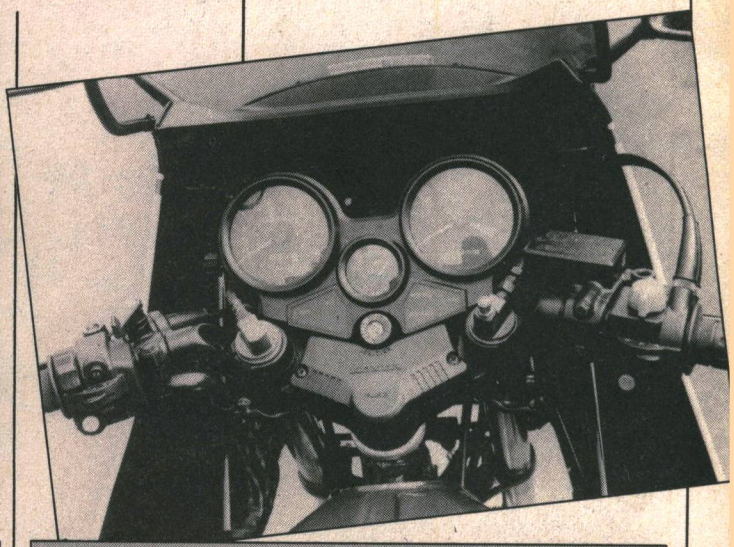
to motivate the valve. Look at the brake plate (I know it's unusual in itself but I'll come to that later) and you'll see an alloy bridge between the front of the brake and the fork leg. The plate tries to twist forward as the brake is applied and tugs at this bridge piece thereby turning the valve. There are four settings for the anti-dive ranging from soft to very hard.

The enclosed disc brakes with which the CBX550 is equipped front and rear are perhaps its most controversial point (see pictures on previous page). Weather protection for discs has been mooted for a long time as the answer to the old 'wet lag' problem but recent developments in pad and rotor design would seem to have overcome this. It is a good brake in practice, giving stopping power ranging from mild with a couple of fingers on the lever to tyre-howling with a handful, but it doesn't do anything better than an ordinary 'open' twin disc set-up. And since it's a two-hour job for the typical home ham-fisted mechanic following the handbook to even remove the wheel, the enclosed disc would seem to have few points in its favour. The only one I could see would be that the sliding bolts on which the floating calipers move would be out of the weather and therefore less likely to stick or corrode.

The CBX550 comes in two forms: faired and bare. The extra £150 for the £1870 faired version would seem good value. Not only is it an excellent rider protector, with its flipped up screen pushing air over the head of even six feet tall riders, but it comes complete with an adjustable (for beam height) headlamp, solid fixings direct to the frame and snazzy paint job. Comparing the two bikes makes the unfaired version look incomplete, so much does the 'F2C' version look right. However, the increased drag of the screen knocks the top edge of maximum speed – we recorded a maximum of 118mph through the electronic trap compared with 122-125mph possible from the 'bare' version.

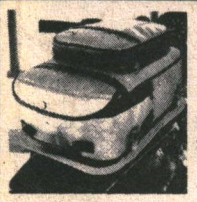


Above: Crankcases are reminiscent of CBX1000 but resemblance stops there. 16 valve cylinder head has threaded tappets with locknuts adjusters instead of more sensible bucket and shim. Footrests are well rearset and high for good ground clearance. Note sump filler cap – oil capacity is a mere three litres making that oil cooler a necessity.



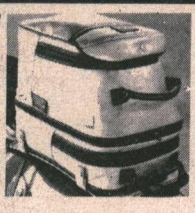
Above: CBX550 follows other Honda sports bikes' handlebar styling with aircraft-inspired instruments and bright, easily used switches. Air caps on forks are linked, choke is on left, fuses under plastic top yoke cover. Fuel gauge is useful and reasonably accurate – all it needs is a clock.

opal luggage



MODEL 2173
13½" x 9½" x 4"
A compact carrying Tank Bag
BLACK £13.75 SILVER £15.60

MODEL 2177
15" x 10" x 10"
Model 2177 fills the gap between the smaller bags and the two tier yet provides adequate space for a full face helmet.
BLACK £17.95 SILVER £21.75

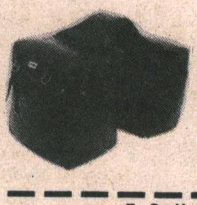


MODEL 2178
10" x 15" x 7" + 3½"
A popular two tier Tank Bag which converts to 3 alternative sizes by release of simple and efficient catches.
BLACK £24.50 SILVER £27.50

MODEL 2182
10" x 15" x 7" + 3½"
A popular two tier Tank Bag which converts to 3 alternative sizes by release of simple and efficient catches.
BLACK £25.00 SILVER £28.60

MODEL 2172
10½" x 7¾" x 4"
A compact carrying Tank Bag.
BLACK £12.65 SILVER £14.35

SADDLE BAG 2071
Metal reinforced handgrips for easy carrying. 2 large compartments. 15½" x 11½" x 5¼".
BLACK ONLY £13.50.



SADDLE BAG 2072
Square style throw over panniers, each capacious bag measures 12" x 7" x 11".
BLACK ONLY £22.00

SADDLE BAG 2073
A large pair of throw-over panniers of soft stylish material, plus carrying grips. Each bag measures an enormous 18" x 15" x 9¼".
BLACK ONLY £45.00

The ideal solution for your touring equipment in 1982 super quality versatile luggage for motorcyclists, with a 14 day money-back guarantee. All bags are made of strong PVC and fully lined.
Tank Bag Features: Convenient, durable, easy detach and affix system — foam backed base with expandable straps — map pocket — covered pen compartment — spacious zip compartments, converts to shoulder bag, holdall or back pack, free waterproof cover in black or silver.
Saddle Bag Features: Convenient durable rubber mounting straps.
Available by post from us.

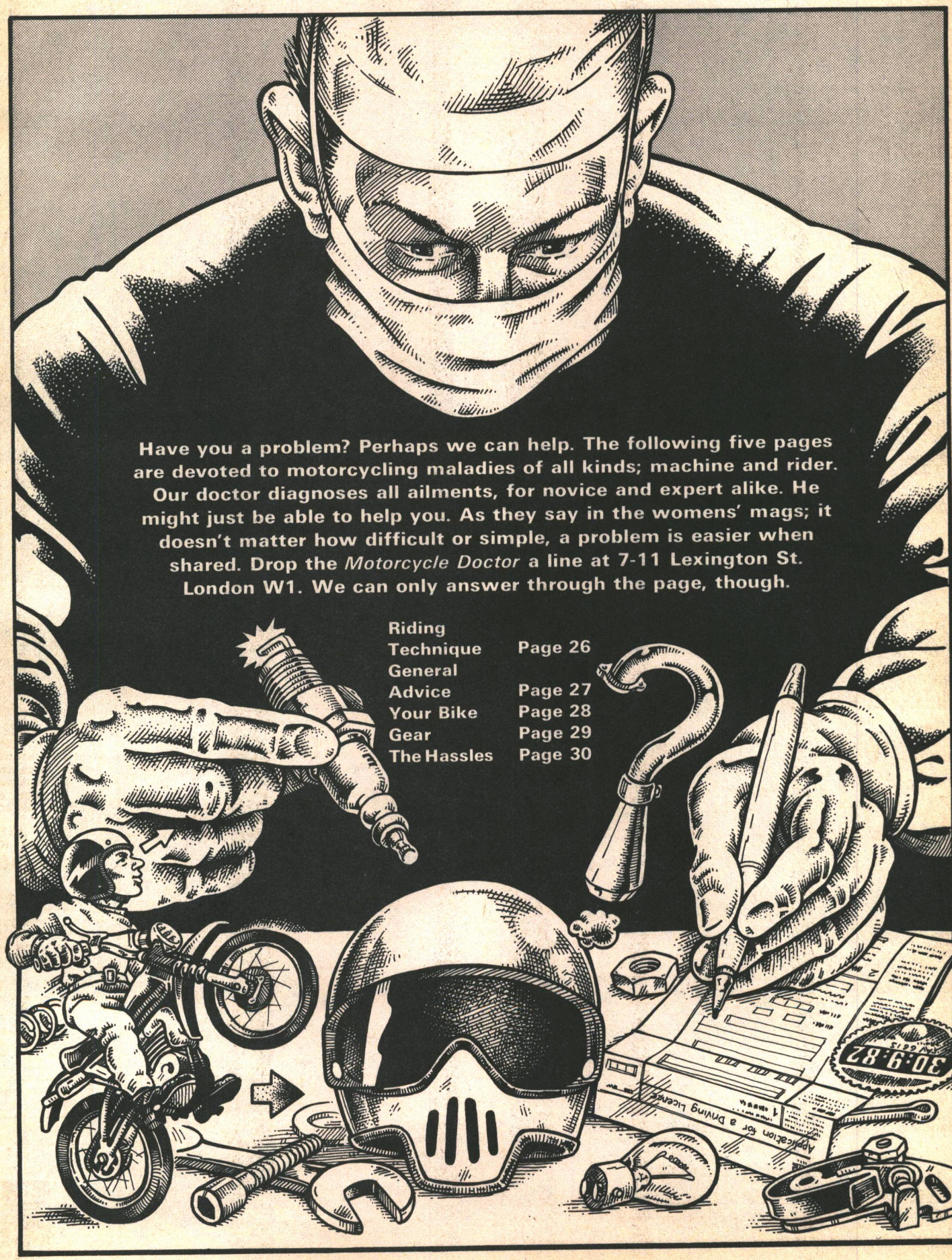
OPAL LUGGAGE
FREEPOST, PO BOX 47, WALTHAM CROSS, HERTS EN8 0DF.
Tel: Waltham Cross 35697 or 33475
DEALER ENQUIRIES WELCOMED

To: **Opal Luggage, Freepost, P.O. Box 47, Waltham Cross, Herts EN8 0DF.**
Please send me the following items of Opal Luggage.

Model No.	Colour	Price each	Qty	Model No.	Colour	Price each	Qty
2172	Black	£12.65		2178	Black	£24.50	
	Silver	£14.35			Silver	£27.50	
2173	Black	£13.75		2182	Black	£25.00	
	Silver	£15.60			Silver	£28.60	
2177	Black	£17.95		SADDLE	2071	£13.50	
	Silver	£21.75		BAGS	2072 only	£22.00	
				BLACK ONLY	2073	£45.00	

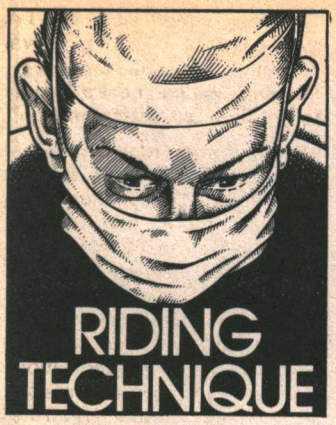
Prices include VAT. For 1 item only please add £1.60 P&P, for 2 or more items postage is free. I enclose cheque/postal order for £.....or please debit my Credit Card No.....
*C.O.D. available (a 60p charge will be made by Post Office).
*Barclaycard holders may phone through their orders on Waltham Cross 35697 or 33475. Allow 21 days for delivery.
NAME (Block Letters Please) .....
ADDRESS .....
..... Post Code.....
MCM 7/82

The Motorcycle Doctor



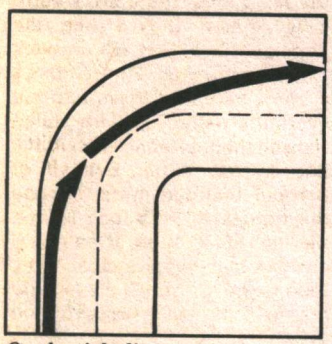
Have you a problem? Perhaps we can help. The following five pages are devoted to motorcycling maladies of all kinds; machine and rider. Our doctor diagnoses all ailments, for novice and expert alike. He might just be able to help you. As they say in the womens' mags; it doesn't matter how difficult or simple, a problem is easier when shared. Drop the *Motorcycle Doctor* a line at 7-11 Lexington St. London W1. We can only answer through the page, though.

Riding Technique	Page 26
General Advice	Page 27
Your Bike	Page 28
Gear	Page 29
The Hassles	Page 30



My mates tell me that I should always take a 'racing line' through a bend on the road. Should I? And what's the right 'line' through a bend anyway?

What they mean is that you should follow the smoothest and most economical course through a curve. This requires correct positioning well before you enter the bend and—just as important—selecting the right gear in good time and braking down to a sane speed before you lean the bike over. Our diagram shows you the line through a sharp right-hander where you can see the road clearly ahead. If you can't see because of high walls or hedges then take a line nearer the centre of your half of the road. And remember *not* to clip the apex of the bend too close to the white line because someone else may be running wide coming in the opposite direction. Car drivers are also frequently panicked into wild manoeuvres by the sight of a motorcycle heading directly towards them before 'peeling off' at the apex of the bend.



On the right line

I'm always getting cut up by cars on roundabouts. Is there some magic way of preventing this?

You may be taking the wrong line through a roundabout for your particular exit. Check out our illustrations of the correct lines on a typical interchange to get it right. You won't go far wrong at roundabouts if you also remember four points. First, enter smoothly and give other vehicles plenty of space in which to manoeuvre. Second, don't overtake once you're on the roundabout. Third, signal clearly (hand signal plus indicators if you like) and in plenty of time. Fourth, even though you may be forced to overtake a very slow moving car never ever attempt to pass an articulated truck: he may use up two lanes through the turns and if you're in the other one . . .

Although I always check my mirrors, the other day I moved out to overtake on a motorway and nearly went under a car that was overtaking me. What did I do wrong?

What you forgot was the 'lifesaver' glance over your right shoulder. The car was in your blind spot—if your mirror stems are too short think about fitting alternatives—and the quick peek over your shoulder would have showed it up. Make the 'lifesaver' a habit, especially in heavy traffic where something like a speeding bicycle goes unnoticed in mirrors.

I can't seem to stop myself sliding all over the road when I brake hard in the wet. The back end just seems to step out and I've fallen off twice now.

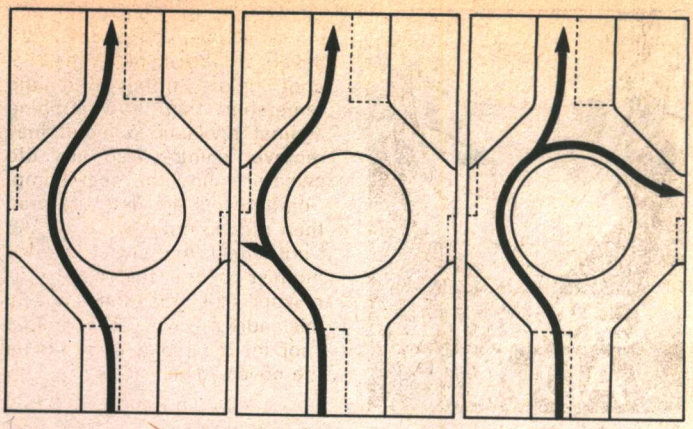
There could be several reasons for this, but if your brakes and tyres are in good condition it's likely that you're probably travelling too fast for the prevailing road conditions and braking incorrectly. Always cut your speed in the wet, especially in traffic. And try to concentrate on braking a lot harder with the front brake than the back. This is especially important if you own an all-disc braked machine or one prone to rear-end lock-up (250 MZ, for instance). Ideally, you should divide your braking effort 75 per cent front, 25 per cent rear, wet or dry. Don't yank at or stamp on brake levers, but start gently and then increase pressure firmly. Alternatively, buy a linked-brakes Moto-Guzzi where the hydraulics apportion braking effort for you.

I quite often see car drivers and other bike riders with their indicators going when they've just forgotten to cancel the signal. The other day I found myself doing the same thing. What can I do to prevent it?

Some manufacturers – notably Yamaha—fit self-cancelling indicators as standard and you can buy a replacement flasher relay that will convert your system to self-cancel. However, these systems sometimes cut the signal just when you need it most, such as on a large roundabout. An alternative is to fit a bleeper which emits an irritating noise as long as you're signalling, helping you to remember to cancel. Either could help, but training yourself to remember to check to see if you're signalling is most important.

A friend of mine is in hospital following a 'sorry, didn't see you' right turn shunt with a car. The car driver apparently maintains that my mate was hanging about in his blind spot and then suddenly blasted through.

Well, the car driver could have a point. Bikers often overtake badly



Follow our drawing for safe riding through a roundabout

in this way. Remember to indicate early, position yourself far enough back to be seen and deal with sudden braking or turns, overtake smoothly giving the car a wide enough berth and keep to that track for at least three bike-lengths before you pull in again. You *want* the car driver to spot you and see what you intend to do before you do it. Get too close and you can even miss a car's indicator flashing. Then it really is your fault if you hit him while he's turning right.

Last winter I was riding along on hard-packed snow with both feet trailing when a guy stopped me and said it was dangerous. Was he right? I reckon my method kept me upright.

Because we don't get snow very often bikers – and car drivers – seem to forget the simple rules for riding on it. Always select the highest gear possible and use the least revs. That will help give you traction. Don't lower your tyre pressures and keep your feet on the footrests because you're actually better balanced that way and your feet are near brake and gear change levers. When you have to brake, do it very, very gently. Riding on ice and snow is tricky, but don't shy away from it because it's good machine-control experience.

Last autumn I had a terrifying experience riding in thick fog. Suddenly I came upon an accident that had blocked both carriageways and I was lucky to get through without adding to the wreckage. What's the best answer to fog?

Probably staying at home. Fog is one of the worst hazards a biker can face, especially if he or she wears glasses. Although the fog you're travelling through may be quite thin, without knowing it the build up of water droplets on your visor will restrict your vision in seconds to worse than useless. Cut your speed at once and don't speed up too much in any clear patches.

If you're enveloped in thick fog use dip beam to try and keep the white line in sight or the edge of the road. Wipe your visor regularly and even remove it if that helps: this is the one occasion when you're better off without eye protection. Be ready to brake instantaneously and pull over to rest your eyes and nerves in a cafe regularly on a long run in fog.

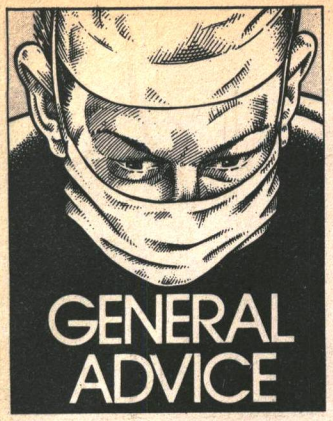
Dodging the queues

Travelling to work in a city every day I get to see some pretty hairy biking through stationary and slow-moving traffic. What's safe in this situation?

The safest thing is obvious – stick to your place in the traffic queue behind the vehicle in front. However, you didn't buy a bike to hang around in traffic jams. Overtake on the outside of queues of cars if you like, but don't stray too far and inconvenience oncoming vehicles. Doing this sort of thing while the traffic is moving is more dangerous and you should avoid lane-chopping between moving cars and overtaking in the gutter if you want to die of old age. Attempting to move quickly through slow moving traffic calls for razor-sharp reflexes. Look ahead for opening doors, pedestrians hidden by cars, cars changing lane and, finally, lunatic despatch riders on bikes . . .

People talk a lot about 'riding defensively' and 'always being ready for the unexpected', but how can you take practical steps to do these things?

Riding defensively means thinking hard, concentrating all the time you're on the move. Expect that car ahead to turn right suddenly; assess all the possible road hazards within your field of vision. Is that dog on the pavement going to run out? Has that old dear at the crossing seen you? To help your reaction times, keep two fingers resting on the front brake lever and don't be afraid to use your horn.



GENERAL ADVICE

Although I use a chain-spray on my bike's chain it seems to stretch quickly and attract lots of road dirt. Where am I going wrong?

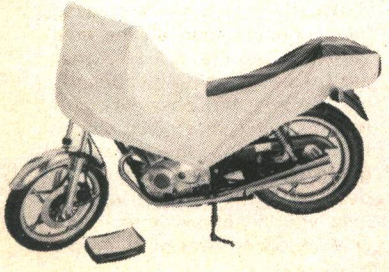
Well, you're ignoring the fact that while chain sprays are great for minor maintenance, roller chains need regular *cleaning* and greasing. That means taking the old chain off – using another, clapped-out item to pull it through – wire brushing it in a tin of petrol and popping the dry chain in a container of molten lubricant. Performing this messy ritual every 2000 miles will add years to your chain's life, but don't try it with 'sealed lube' types as you'll only damage the rubber 'O' ring seals.

My helmet's very comfortable and a good make, but the visor mists up badly. As I don't fancy taping my face up like Bazza Sheene, what can I do?

Some helmets are a lot worse than others in this respect and most manufacturers seem to be trying to cope with the problem on new designs. Anti-mist visor sprays do seem to work but a strong solution of washing up liquid left to dry will do the same trick. Incidentally, to prevent visor 'starring' – dangerous at night –remember these points when cleaning. First, wash in a detergent solution, removing thick crud with water. Then dry with a soft towel; never use paper tissues or toilet roll. Finally, a spray with a liquid polish like Sparkle will aid rain run-off.

My bike lives out in the street and I need a cover for it. Problem is, I'm confused by all the different types.

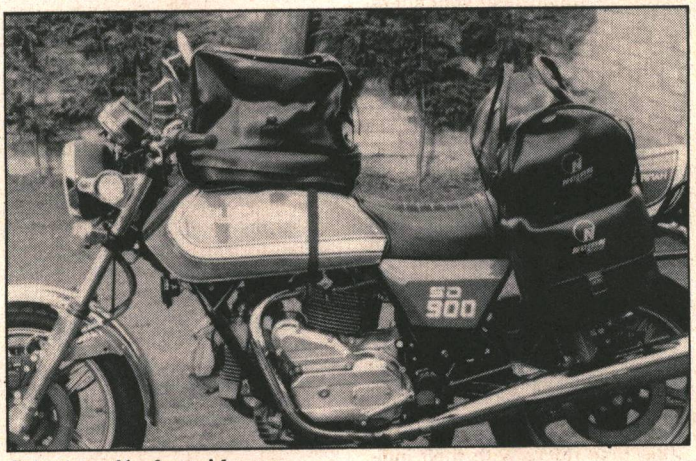
The major difference between covers is material: either canvas or PVC. Canvas is generally more expensive and won't shrivel up on hot silencers but it does rot quickly and may leave bits and pieces all over your saddle. PVC covers are fine if you let the bike cool before fitting one and remember that PVC rubbing against a plastic tail unit may remove paint: wrap an old sweater round the seat hump. Some covers are better tailored than others, notably around the front wheel. And always buy the biggest cover available because makers' size indications are very misleading. Try a boat/sailing shop for cheap plastic rope to tie the cover down.



Cover up job

My bike's fairly economical to run, but how can I save money on something like fuel?

For starters you can make sure that you don't buy four star when your bike was designed to run happily on two star. Then you can make sure that your brakes aren't binding, the chain is correctly adjusted and the tyres are properly inflated. Examine your riding style: vivid acceleration costs money in terms of petrol used and setting yourself a rev limit of, say, 2000rpm below the red line can help a lot.



Selection of 'software' luggage

A friend of mine has put me off buying a topbox and pair of glassfibre panniers. He says they'll ruin my bike's handling. Is he right?

Well, that much of a load behind your rear wheel spindle will alter the weight distribution on your bike dramatically. This in turn will affect its handling, especially if it's prone to wobble a bit in standard form. Why not think about a tank bag and throw-over saddlebags? Using these you can get the weight further forward and they can be carried easily whereas glassfibre panniers and top boxes often feature cheap locks.

I'm off on my holiday on my bike soon. What spares do you reckon I ought to carry, bearing in mind that I haven't much space to spare?

Spare bulbs and fuses are absolutely indispensable. Take at least spare head and tail light bulbs plus an indicator bulb. Also vital is a chain connecting link. Less vital but reassuring are a spare inner tube (rear) and a clutch cable. Tape this to the one you're using to save space. Spare plugs can be helpful if they're a slightly cooler grade and you're riding fast heavily laden. Add tyre levers and any especially handy sockets/spanners to your toolkit plus a puncture repair outfit.

What should I use to clean my helmet and visor?

If you have a polycarbonate lid, then use just washing up liquid and water. Nothing else will do. Meths, alcohol and petrol can irreversibly damage the lid due to chemical action. Glassfibre helmets are immune to most solvents, but still, soap and water is the best bet.

Solvents mustn't be used on visors either. Some are petrol-proof, some aren't, and if you don't know whether yours is, you'll find out as it goes all gooey and opaque. I use washing-up liquid and water (again!) to remove the dirt and squashed insects, and then when the visor is dry, use a visor spray called Dependence inside and out, polishing off with a soft cloth. On the outside this fills in the small scratches and abrasions and almost puts visibility back to as new, whilst on the inside it prevents misting. Great value at around £1.30 per can.

This may sound silly, but I'm frightened of breaking down, especially on the motorway. People say it can cost a fortune to get help, so what can I do?

It's true that motorway recovery charges are exorbitant: £30 for five miles isn't uncommon. However, both the AA and RAC take bikes on their recovery vehicles and the Car Recovery Service Club offers bikers a very good deal. But do check all the conditions before you buy recovery cover as some organisations won't pick you up near home or if you've run out of fuel. Nevertheless, one recovery under these schemes per year will usually show a handsome profit over paying as you go.

I'd love a good leather jacket for summer riding, but have you seen the prices?

Okay, so there's a recession on. Take advantage of that fact and snap up a secondhand bargain. Local newspapers and 'slightly worn' clothes shops are full of secondhand leatherwear on offer. You should be able to pick up a £100 jacket for £40 or less.

It may be summer now, but I'm dreading the thought of riding in winter. My hands are never anything but numb and frozen.

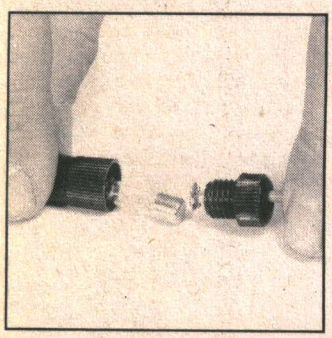
There's no need to feel miserable with so many alternatives to choose from that will all keep your hands warm. First there are handlebar mitts, PVC 'hippo hands' that you keep fastened on the bike. Then there are electrically heated gloves like the popular Glo-Gloves which work exceptionally well. Finally there's a combination of waxed-cotton overmitts paired up with Helly-Hansen thermal fabric inner mitts. But do buy either Belstaff or Barbour branded mitts, choose the tightest fit and look for the thermal inner mitts at camping and mountaineering stores. Arctic tourers: go for Glo-Gloves inside thermal mitts inside waxed cotton overmitts.

The AA will get you home

I've been told that silver foil can be wrapped around a broken fuse as a 'get you home' dodge. Is this true?

Yes, but only after you've found why the fuse blew in the first place. The fuse is a deliberate weak point in the electrical system which melts if overloaded. Silver paper won't melt, so if there is a fault somewhere you could burn out the wiring or damage an expensive electrical component.

Best advice is to carry some spare fuses and an electrical test lamp in your tool box.



Fuse advice above

All the cross-head screws holding the chaincase on my bike have been chewed-up by the previous (ham fisted) owner. How can I get them out?

Why did you buy a bike in that condition? Chances are the internals could be similarly bodged.

Anyway, there are several ways of attacking these screws, depending how bad they are.

An impact screwdriver could shift them if the insides haven't been completely rounded off; alternatively, if you've a tough Philips screwdriver which has the metal core going right through the handle, you could tap this with a hammer to hopefully shock them into submission.

You might be able to tap the screw heads round with a small punch, but take care it doesn't slip off and gouge a lump out of the casing.

If all else fails you'll have to drill the heads away (use a small drill to start, going up to one about the same size as the screw head) until the cover can be pulled over them.

What's left of the screws can then be turned out with a pair of pliers or Mole grips.

Buy an Allen screw set for refitting.

I realise that the contact breaker points and ignition timing on my bike are inter-related, but I'm not sure which I adjust first when servicing. I don't want to alter one then upset the other.

Tackle points first then timing. The points gap affects the timing, but not vice-versa.

My ancient twostroke bike is down on power. The engine has recently been overhauled and I've checked all the settings such as points, timing and carburation. Someone told me that it could simply be a clogged up exhaust system. What do you think?

We quite agree. Although less common than it used to be, all that oil going down the exhaust pipe can cause a build-up of gunge and eventually block it. If the exhaust gases can't get out very easily then you're going to be down on power.

Ideally, every 3,000 miles you should remove the exhaust baffles (usually a tube with holes held in the rear of the silencer by a bolt or clip) and you'll probably find they're coated with a thick layer of gunge.

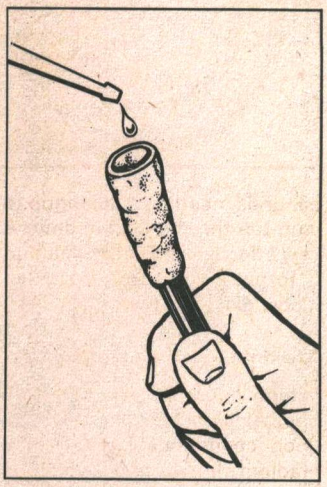
Clean this off by placing the baffles on a couple of bricks then heating with a blowlamp. You'll eventually be left with a coating of dry carbon, which can be wire-brushed away. Also make sure the baffle holes are clear.

The front brake on my Japanese bike has started squeaking when I use it and I can't see what's causing the noise.

Most people seem to think that disc brakes are maintenance-free, but that's not the case. What's happened is that your caliper – which is a single-piston, 'floating' or 'sliding' design – needs cleaning and lubricating. They're fairly easy to take apart, but you must only apply a special grease or an assembly compound like Copaslip sparingly in the right places (keep it away from the friction surface, though). If you don't feel confident about doing this, ask your dealer to help out. But don't leave it too long or your disc will get scored.

I'm a bit worried about the oil recommended for my bike. It's a 10W/40 and looks very thin. Is it really going to cope once it gets hot?

Modern oils like an SAE10W/40 do tend to look a bit thin especially if you've ever owned an old British bike where the makers recommend a straight SAE50. The best idea is to stick with a manufacturer's recommendation, however. Just because an oil looks thin doesn't mean to say that it won't maintain its viscosity index under extreme temperatures. Just as you shouldn't use a 20W/50 multigrade in an old British bike, you should stick with that 10W/40, but make sure it's changed regularly.



DIY cable luber

My bike is troubled with a clutch that releases in a series of jerks. I've stripped down the clutch unit but found nothing wrong. And when I disconnect the clutch cable to operate the lever on the housing with a screwdriver it feels nicely smooth. What's wrong?

Sounds as if you've got a dry cable. Disconnect it again and work the handlebar lever while holding the cable end to see if the operation is then still smooth.

Cables can be lubricated with a special pressure oiler, but a simple dodge is to make a plasticine funnel, position this on the cable end, fill with oil and allow it to run through overnight. Also give the handlebar lever pivot a few drops of oil.

I remember reading some time ago that an engine's condition can be determined by looking at the spark plug(s). Is this correct?

Yes. You can tell how the carburation's set up by removing the plug(s) and noting the colour of the electrodes and surrounding area which has been inside the engine.

If you've got it really running well they should be light grey or brown, with no excessive deposits.

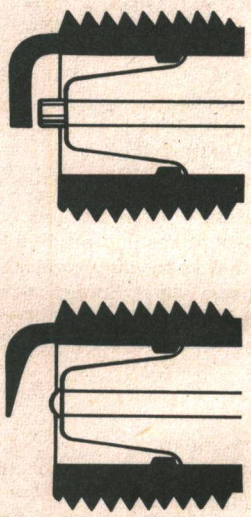
Black and sooty deposits mean that you've probably got a rich fuel mixture from the carburettor caused by incorrect adjustment or a blocked air filter element. Excessive use of the choke can also cause this.

Oil fouling will also leave the electrodes black, but this time they will be, as the name suggests rather oily.

This is fairly common on two-strokes due to wrong petrol/oil mix. Make sure the oil pump is adjusted correctly (or take it to a dealer) if the bike has a separate system, and if the oil is mixed with the petrol make sure you've been putting in the right amount.

Oil on the spark plug of a fourstroke engine means bad news. There's obviously wear somewhere like the piston/rings or valve guides, and the engine will probably have to be stripped.

If the insulator tip is white or glazed then the engine has been suffering from overheating.



Good (above) and bad plugs

This is usually due to too weak fuel mixture (incorrect adjustment or inlet manifold air leak) or over-advanced ignition timing.

If there's much of a carbon build-up, the plugs should be cleaned before refitting. You can use white spirit and a tough brush, but a better idea is to take them along to a dealer for sand blasting.

Also check electrode condition. If they look like the lower one in our drawing then sling them in the bin. Slightly rounded electrodes can be squared up with a flat points file. This helps give a better spark.

Oil right now? Get the right grade of oil for your bike

Is a full-face helmet really better than an open-face?

To a certain extent this is a matter of choice. The police use open-face helmets because of the need to use radio mikes or bawl out errant motorists (and bikers!) but you don't see circuit racers using an open-face, other than in vintage events. There's no doubt that visibility is better with an open-face lid, and when combined with goggles they generally give better night visibility as well: goggles don't scratch. But I remember the day when I went over the bars following an argument with a milk tanker, landing face-first in the road with an open-face helmet. That left me with modified teeth, and a nasty graze over my forehead, nose and chin. There are no signs of that episode left now, but I've been put off open-face helmets ever since. Better sight and the wind in your face or altered features? Up to you.

How can I keep my hands dry in the rain? My leather gauntlets get soaked through after about 15 minutes.

Handlebar muffs are probably the best at keeping off the rain, plus they keep your hands much warmer in winter. Some find they make it difficult to use the controls and switches, so try them on before you buy. Check especially that you can get your fingers round brake and clutch levers in a hurry. Alternatively, wax cotton overmitts are waterproof, but again, they're bulky and clumsy, and tend to slip on some types of bar grips, needing a deathgrip to stop the throttle sliding shut. A very effective and cheap solution is to put a large pair of kitchen rubber gloves over your gauntlets.

Are tinted visors safe to use?

In high, hot summer days, they're fine. At night, they're killers. A good compromise is to use a gradient tinted one, which is clear at the bottom, gradually getting darker to the top of the visor, but even these are unsatisfactory at night. Never use anything else but a clear visor after dark. The best answer is to keep a tinted one in reserve for those bright days when they really are more restful on the eyes.

Can I use a Simpson 'Star Wars' helmet?

At the time of writing, a South London dealer has just been successfully prosecuted for selling one of these non-BSI approved lids, despite the fact that it was sold for off-road use only. An appeal is pending, however, and I for one don't see how the conviction can stand. The law says that helmets must be BSI approved 'or equivalent' and it's this proviso that's causing the hassle. The American Snell Foundation has approved the Simpson, and their tests are more rigorous than our BSI equivalent. We have to say no at present, but keep looking in the weeklies for further news.

I'm buying an old British twin, which is very hard to kick over. Would a good pair of boots help?

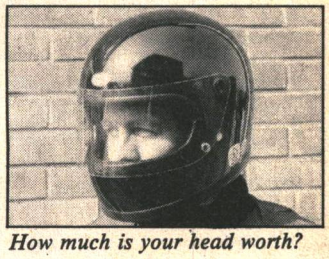
Yup, they would. My Yam XS650 has a defunct electric start, and has to be kicked into life. That's actually an easy job, but the sole on my right-hand lightweight boot soon split across with the strain. Some old Brit twins have so much compression you can literally stand on the kickstarter (the old Norton Commando Combat of notoriety is one) and that'll soon wear out anything but proper bike boots which should have a reinforced sole to cope with precisely this job. And, of course, proper boots provide that much more protection for your feet and ankles in the event of a spill.

A local clothing shop is advertising leather jackets for £30. Are they worth buying?

Not for serious use. They're almost certain to be thin nappa rather than hide, and nappa, whilst it may look very nice, provides little protection when you fall off. If you ride a moped, then you might consider it, but for anything bigger, you're wasting your money. Get a decent quilted rainjacket for the same money, or spend another £20 and be sure of buying quality protection. That's what leathers are all about, after all. The butch looks come a definite second.

What do I do about a badly scratched visor?

Replace it. Sorry to be blunt, but a badly scratched visor is a pain in daylight and can be a deadly danger at night. If you're fed up with your £2.50 visor being junk after a couple of weeks, spend £6.50 on an anti-scratch one. They last far, far longer.



How much is your head worth?

Is it worthwhile using a Bell Star helmet to ride my moped?

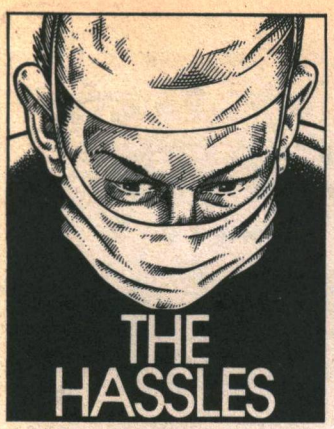
Well, you know what they say. If you've got a 10 dollar head, buy a 10 dollar helmet! Seriously though, you can wreck your bonce just as effectively at 30 per as you can at 90. If you care for your nut, then I'd say yes, use a Bell helmet or equivalent if you don't mind: (a) looking a bit weird and (b) if you ride a second-hand step-thru, paying more for the lid than the bike.

Of course, there are some cheaper, but still satisfactory helmets. It's like the difference between buying a Ford Cortina and a Ferrari.

How do I reproof my Belstaff jacket? It's leaking badly now.

Very simple. Go to your nearest Belstaff dealer who should sell wax reproofing kits with all the instructions enclosed. If the job is likely to be extensive, then you can always send the gear to Belstaff themselves, as they run a reproofing service for moderate cost.

Handlebar muffs for warm and dry hands.



I was knocked off my bike by a hit-and-run driver. There were plenty of witnesses to swear it was his fault, but it turned out the car was stolen and the driver was never traced. Can I get compensation?

Yes – to a certain extent. There's a body called the Motor Insurers Bureau which the insurance companies set up in response to government pressure. This will award you fair damages (ie: what you'd expect to get from a court) if such an accident happens, as well in other cases like where the driver was uninsured and is not worth suing as he has no money. But you'll only get damages for personal injury or death (Great! I've croaked and I'm being compensated for it!) not for damage to your bike nor loss of earnings. But it is better than a kick in the teeth, isn't it?

I have an old scrambler which I only ride on waste ground down the road. I was pushing it down the street when I was stopped by the police and told I would be prosecuted for not having any insurance. Do I need it for this?

'Fraid so. The answer is to use a trailer or something similar to transport the bike. You're not even allowed to push a bike on the public highway if it isn't insured. Be warned, 'cos the Old Bill takes a very dim view of lack of insurance: they're apt to be nasty.

I'm planning on going over to the Bol D'Or soon. Can I ride on the continent on my British insurance, since I can't afford a Green Card?

Yes, but you'll only get the legal minimum cover in the country you're visiting: generally the equivalent of our Road Traffic Act cover. And if you read our insurance feature properly, you'll know it's a very false economy indeed. Beg, borrow or steal the extra, but get a Green Card.

I can't afford the HP payments any more, and the finance company is threatening to repossess the bike. What can I do?

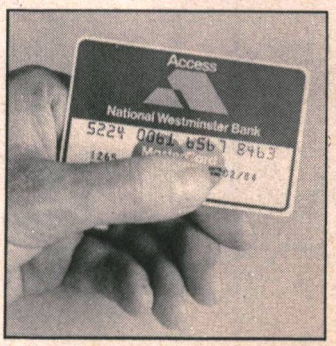
Renegotiate. Try to arrange alternative payment arrangements. Remember, what they want is the money, not the bike. If the bike is on your premises, like, in your garage and not in the street or you have at least paid one third of the total price of the bike, then the finance company must get a court order before they can repossess. If they break this rule and take it anyway, a court has the power to order them to repay all money you paid. Worth knowing if you're dealing with a shady finance firm.

I bought a bike from the classified ads, and it's useless. I've since found out that it was a dealer selling it as he couldn't shift it from the showroom. What can I do?

Go straight to your Trading Standards officer or the police. The Unfair Contract Terms Act makes it a criminal offence for a dealer to pose as a private seller. This is because a lot of this used to go on when dealers cottoned on that the law relating to private deals is a lot less stringent than that relating to those between trade and public. Hence the word 'Trade' that you sometimes see at the end of a classified ad: that's an honest dealer fulfilling his legal obligations.

I've heard that CB radio can affect the reading of those 'hair dryer' radar guns. The car in front of me was using CB when I was allegedly speeding – can I do anything about it?

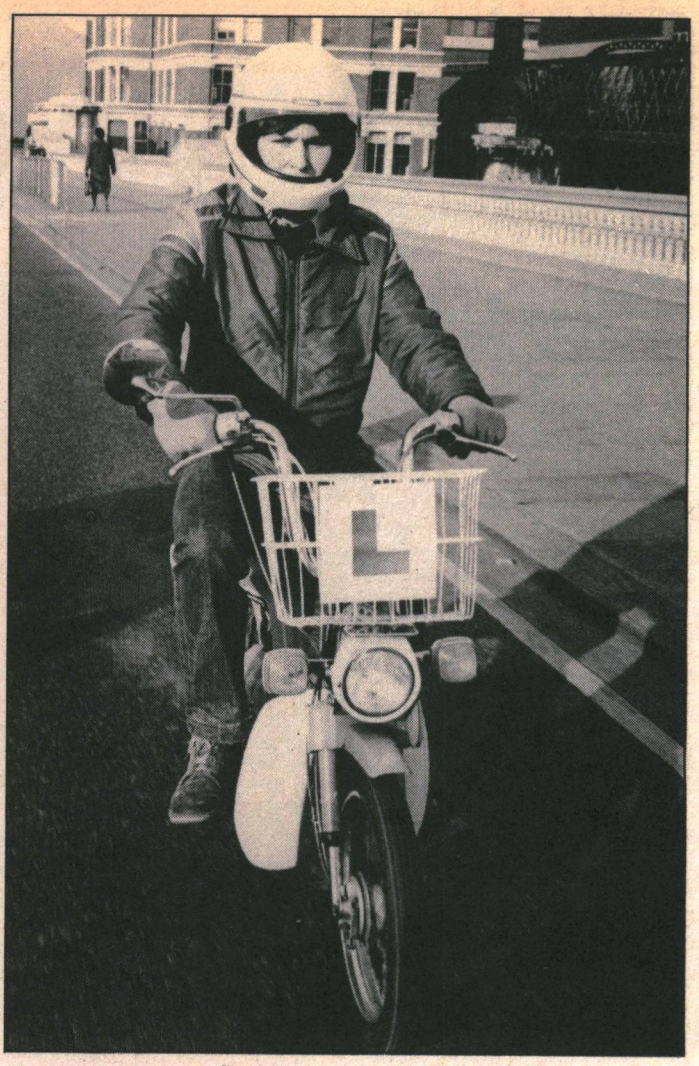
Hmmm. Well, assuming you can get hold of the car driver, and assuming you can satisfy the court that he WAS using CB (how did YOU know?) then you could ask for the hair dryer to be checked when being used in conjunction with CB radio. Cases *have* been thrown out after defence lawyers have used the radar guns to clock benches of magistrates moving at 75mph, or similar!



Money back with Access? That'll do nicely

I bought some accessories on Access card, and they're faulty. The shop won't co-operate/has ceased trading. Can I get my money back?

Yes! Would you believe, from the credit card company. Under the terms of the Consumer Credit Act, they are jointly and severally liable with the shop that sold you the goods should they prove faulty. So take it up with Access. Note: This does NOT apply to American Express or Diners Club cards, owing to the different repayment system these two employ.



Get those L-plates on. See below

I hold a full car licence: do I need to take a test to ride my moped/ anything else without L-plates?

You may ride a moped without L-plates or a test (some insurance companies will even let you add it free to your car insurance – but do check) but if you want anything other than a moped, then you must display L-plates. However, a full car licence fortunately exempts you from the two-year limit. And you can't ride anything bigger than a 250 (a 125 after January, 1st 1983).

Can you recommend the best method of finance to buy a new machine?

A loan off your old man or nearest and dearest. Failing that, a bank loan.

What can I do if I'm unhappy about the standard of work the dealer carried out on my bike?

Complain. If they won't play ball, get it checked and a written report from another dealer. Then go to your Trading Standards Officer. If there's still aggro, you may have to take them to court (too involved to explain full procedure here). But it's very difficult to get money back from people once they've got it: sad fact of life. They may refuse to let you have the bike until you've paid, and unfortunately, unless you can show otherwise, they may be legally entitled to do this.

I was stopped for speeding six weeks ago and warned I would be prosecuted, but have heard nothing since. Does this mean I've gotten away with it?

No. But if you aren't warned of the possibility of prosecution within six months of the offence, then you can't be hit. But they always DO warn you, and they can then clobber you at their leisure. Sorry.

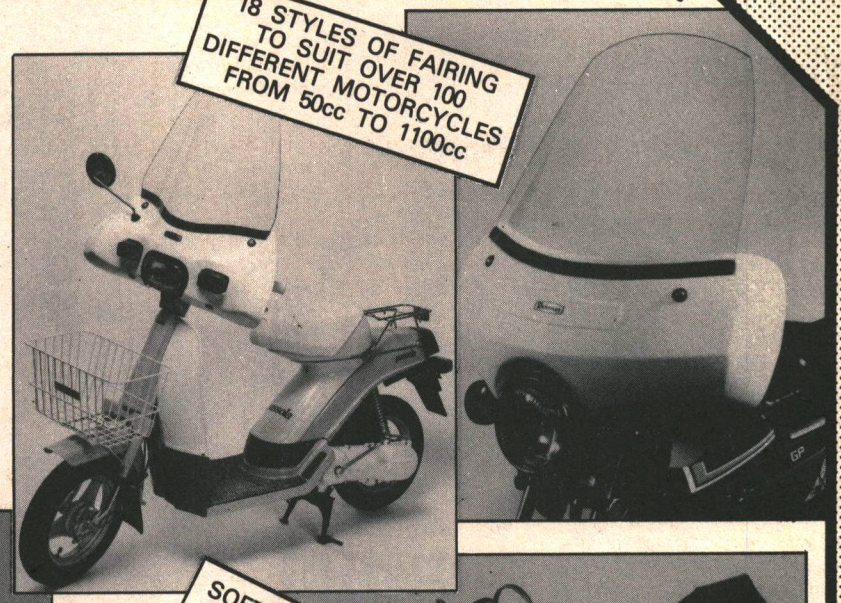
I'm going to buy a car in 18 months: is there any benefit in my passing the bike test?

Well, purely from a practical point of view, yes. Some insurance companies give you a discount if you've passed (or, more accurately, load learners) so that helps. The same insurance company will probably allow you to transfer your no claims bonus to the car when you get it, although strictly this has nothing to do with the test. But the most compelling reason is because you're running dangerously close to the two-year limit for learners. Unforeseen circumstances (like the biking bug!) might mean you want to stay on two wheels, and test appointment delays being what they are, you'd be best off applying to take it as soon as possible.

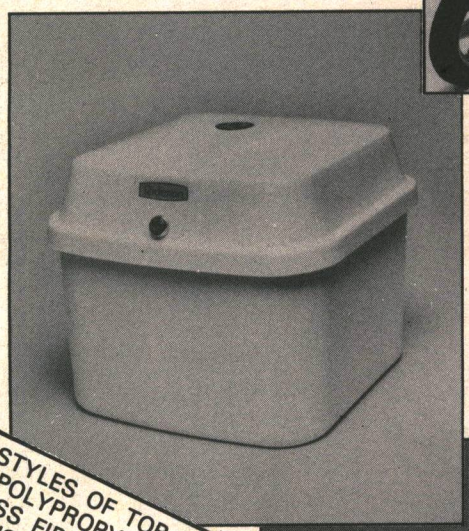
START AS YOU MEAN TO GO ON...

Rickman MOTORCYCLE ACCESSORIES

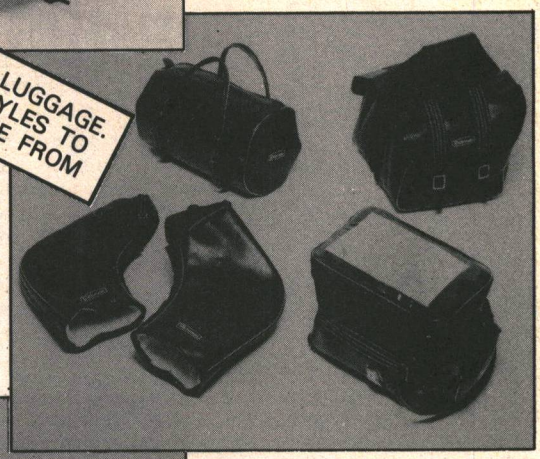
Choosing the accessories for your first bike or moped can be a problem if you don't know what to look for. We maintain our world-famous manufacturing quality and style right across the product range. Just because our lightweight machine accessories are reasonably priced doesn't mean that we have lowered our standards. Your local Rickman Dealer knows our full range and what benefits he can offer you, so don't be sold the nearest product on the shelf, show you care and ask to see our range.



18 STYLES OF FAIRING TO SUIT OVER 100 DIFFERENT MOTORCYCLES FROM 50cc TO 1100cc

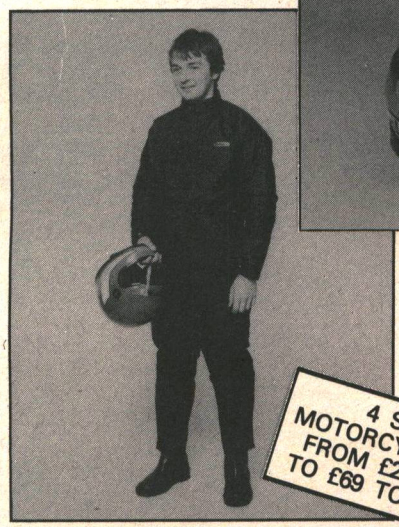


5 STYLES OF TOP BOX IN POLYPROPYLENE OR GLASS FIBRE FROM £12 (ILLUSTRATED) TO £75



SOFT LUGGAGE. 14 STYLES TO CHOOSE FROM

3 NEW STYLES OF HELMETS FROM £16 TO £64



4 STYLES OF MOTORCYCLE CLOTHING FROM £29 OVERSUITS TO £69 TOURING SUITS

There is a 64 page catalogue available that covers our entire product range including carriers, engine bars, luggage, clothing, intercoms, helmets and fairings at a price of £1 which is refundable upon your first Rickman purchase. Complete the coupon below and send to: Rickman Accessories Limited, Stem Lane, New Milton, Hants BH25 5NW. Phone: (0425) 613838

RICKMAN ACCESSORIES LTD.
STEM LANE, NEW MILTON
HANTS BH25 5NW

Please send your '82 catalogue next post — I enclose £1 which will be refunded upon my next Rickman Purchase.

NAME _____

ADDRESS _____

_____

Make & Model _____

bike magazine

THE BEST ON TWO WHEELS

The best in new bike tests

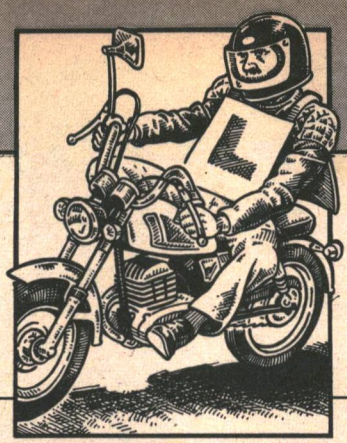
The best in touring, at home and abroad

The best in racing with 'Team Bike'

the only mag that gives it to you straight!

bike

GO FOR IT!



L-BIKES

Lively Learners?

DON'T DESPAIR L-RIDERS, THE NEW legislation hasn't confined you to total motorcycling mediocrity. Kawasaki and Yamaha have introduced a couple of real hotshot 125s . . . if looks count for anything. We check out what they're really like under that flashy exterior.

WE DIDN'T NEED A CRYSTAL BALL to predict that the Brum based International Motorcycle Show back in April would have almost as many 125cc bikes on display as punters through the turnstiles.

By restricting learner riders to 12bhp machines of that capacity from October 1st this year, the government has opened up a lucrative market – and the Japanese manufacturers have been quick off the mark to try and grab their share.

All the 'big four' had a variety of brand new and existing model 125s on display at the show, but two which really caught the eye were Yamaha's RD125LC, and the Kawasaki AR125LC.

To be frank, they've got to have something special to provide a spark of enjoyment out of 12bhp induced mediocrity. As Roland Brown found when testing a Yamaha SR125 for the Spring issue of Bike Buyer, learners aren't exactly going to have an excess of power to worry about. Quite the reverse.

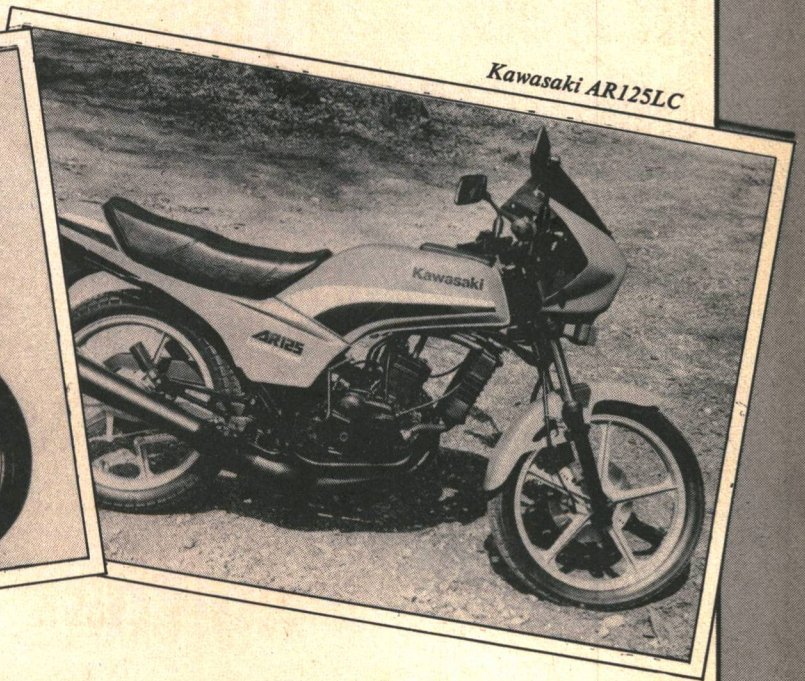
So if the manufacturers can't sell a machine on performance it's got to be specification and looks. And these two certainly score on both counts.

Circuit racers were never this handsome, but both machines certainly owe a lot of their style to those raced by Kork Ballington, Kenny Roberts and all. Cast alloy wheels, integrated style tank/seat unit and lightweight handlebar fairing with tinted screen feature on both. But the Yamaha scores extra points in the street neat scene with an aerodynamic belly pan. Purely cosmetic of course, but then so's just about everything on these bikes.

For the uninitiated, the LC in the name of both bikes stands for liquid cooling. It means that like just about every modern two-stroke racer, there's a water jacket wrapped around the engine which allows liquid to take away the heat produced and be cooled by air passing through a radiator mounted up front. Most road bikes use cooling fins attached to the cylinder barrel.

Water cooling is nothing new; it was used on two-stroke bikes bearing the Scott name almost light years ago, but with a few exceptions it really only became popular in the racing world during the last decade. Manufacturers found that water cooling allowed the engine to maintain a constant power output, even after long periods of flat-out use. ▶

Yamaha RD125LC



Kawasaki AR125LC

L-BIKES

Air-cooled Yamahas used to rule the roost in the 250cc and 350cc racing classes, but they had a tendency to drop off power when they got really hot. This wasn't a problem while everyone had similar bikes, but when a few top-liners started using water-cooled machines they had a slight, but distinct, built-in advantage. Air-cooled bikes soon became obsolete.

It's highly debatable whether liquid cooling is as significantly beneficial on these two roadsters, but when you're dealing with just 12bhp maybe it's worthwhile trying to hang on to all you've got.

Still in the engine department, the Kawasaki's reed valve and disc valve induction certainly scores a lot of points for specification. Their purpose is to give more efficient induction control and a wider spread of power.

The RD also features a reed valve system, Yamaha call it Torque induction, plus the Yamaha Energy Induction System (YEIS), previously found on some Yam motocrossers.

Reed valves, basically a number of flexible 'reeds', are mounted between the carburettor and engine to act as a sort of one-way valve and prevent carburettor blow-back. When the engine sucks on the induction stroke the reeds allow the fuel mix through, but as the piston rises on the exhaust stroke pressure holds the reeds closed.

YEIS is used to improve low and mid-range performance – with better fuel consumption.

Both bikes have six-speed gearboxes with close ratios – and owners will likely have to make full use of them to maintain any sort of cruising speed with the stifled 12bhp mills.

Mounted just above the Yamaha's gearbox is a single-shaft balancer. More usually found on large capacity four-stroke singles and twins, the weighted shaft is geared directly to the crankshaft and consequently runs in the opposite direction to help counteract inertia caused by the engine's moving parts. Idea is to eliminate or at least reduce the vibration inevitable with a fairly high-revving single cylinder engine and hopefully give a smooth ride throughout the rev range.

Both have race-style single shock chassis; Yamaha call it monoshock while the Kawa's is Uni-Trak. Brakes are disc at the front and drum, rear. So the pair of them should handle and stop well – even if they haven't much go.

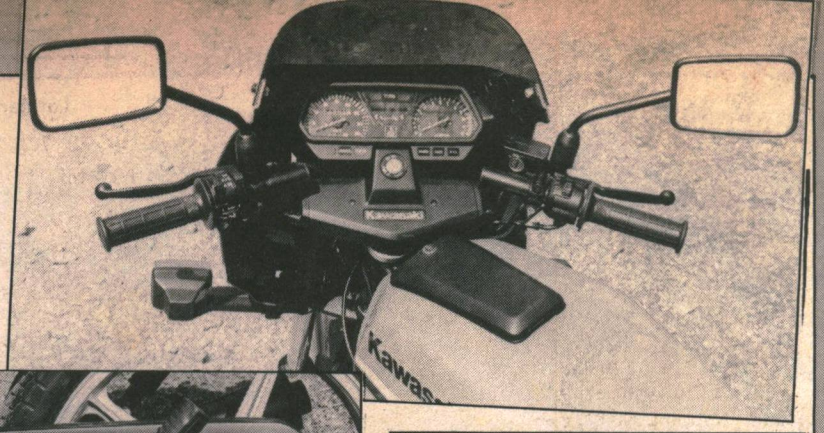
Sounds quite an ironic tale eh? Two superbly styled bikes with all the right equipment – and they're strangled by the government's learner legislation.

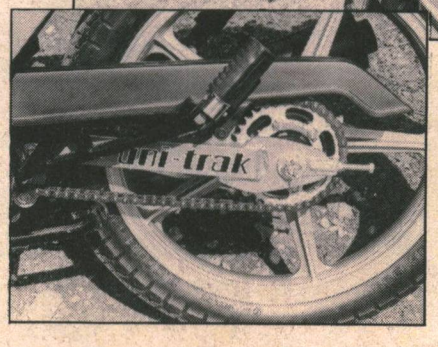
Well, there is a glimmer of hope. The Yamaha is also available with a de-restricted 20bhp engine that's reported to be good for 80mph plus, and Kawasaki will be selling an 18bhp version of the AR125LC in Europe. They should be a desirable couple of little chargers. Quite an incentive to past the test.

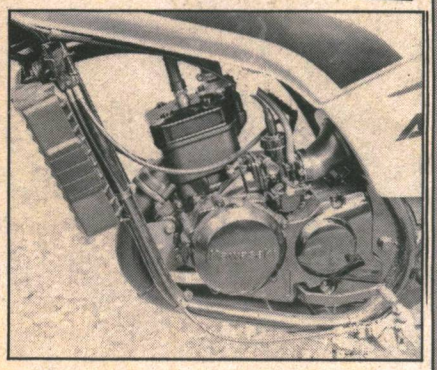
But that's no help to some poor learner who's blown his building society account on a 12bhp model – is it?

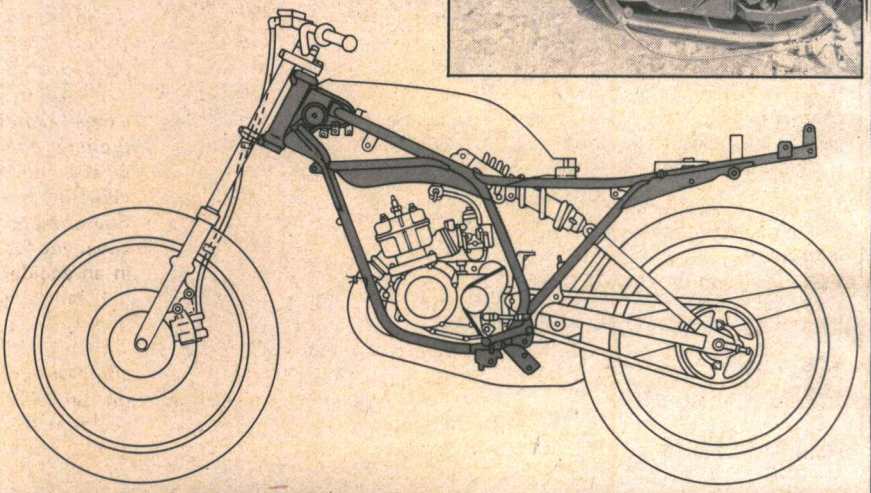
Well, due to a lack of technical information from the manufacturers, we can't tell you the actual differences between the quick and the slow models. It shouldn't be much, however, maybe some form of inlet restriction, carburettor mod or swop and possibly a timing alteration.

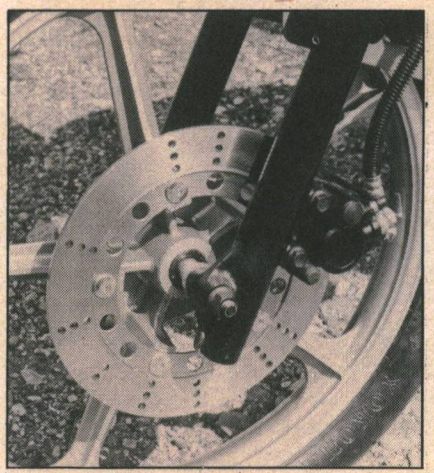
These two obviously sit right there at the top of the current learner class. We're unable to obtain prices at the time of writing, but prospective buyers needn't expect to get any change out of £750.

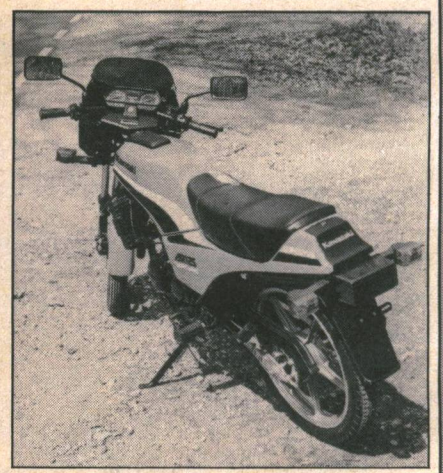




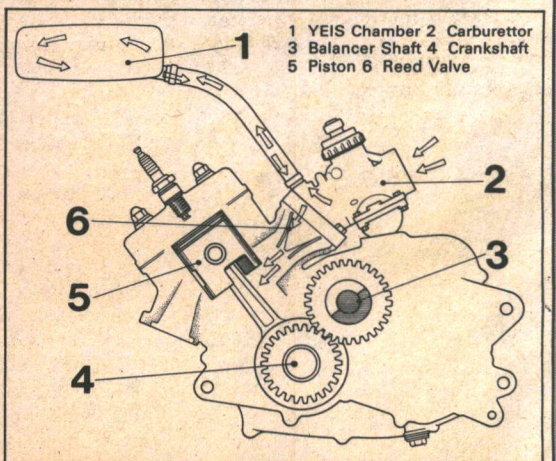








From the top: Kawasaki's clip-on style handlebars are nicely positioned. Instruments fit neatly into 'bikini' fairing space/The AR has race-developed Uni-Trak single-shock rear unit/Watercooled Kawasaki engine with radiator mounted 'up front'/Yamaha also has a single-shock rear suspension; here's the complete frame layout/Kawasaki's drilled front disc with caliper mounted behind fork leg/AR125; stylish from all angles/RD125LC engine in part section.



WORKS RACER

STAND BY ANY FACTORY gate at knocking-off time and you'll see the race of the step-thru's. There's the Le Mans-style sprint, the riders leap aboard and are away in their hundreds. Honda, Yamaha and Suzuki produce machines of various capacities for this popular market. We plonked novice Sally Pearson on a Yamaha V80 and asked for her impressions . . .

WORKS RACER

I'VE ALWAYS LIKED BIKES. IN MY YOUNG, IMPRESSIONABLE DAYS, a boy had to have a decent bike before I'd even consider going out with him. If somebody else came along with a bigger and better machine I'd very quickly switch my attention in his direction.

All that was a good few years ago, but I've since enjoyed the occasional pillion trip. It was not until Bike Buyer asked me to test the Yamaha V80, though, that I'd ever sat 'up front'.

Now I've never thought it was a good idea for motorcyclists to be able to hop onto a machine with a set of 'L' plates and take to the road, so for this very reason my introduction to the Yamaha took place on a deserted works car park one evening.

As it turned out I was very glad it was deserted because I wouldn't have liked an audience, though I'm sure they'd have been very amused. I practised the simple manoeuvres; starting, stopping, figures of eight, turning left and right. Things were going well and I was enjoying myself until I met a block of wood somebody had left in the way. Then it happened, a close encounter of the worst kind – with the ground! The Yamaha and I parted company in what I considered to be quite a spectacular way. As I landed I found my knee just fitted nicely into the shape of the mirror. Nothing too serious though – it was fine once the stitches were removed. Thankfully I was wearing a helmet or it could have been a different story.

This is one of the lighter machines on the market at 172lbs, but I guess I'm a pretty weedy 5ft 2in because I found it fairly weighty. No way could I manage to pull in onto the centre stand – I had to settle for the prop. Kick starting was easier if I stood to the side with the weight towards me.

When the ignition key is turned to the 'on' position a green light tells you you're in neutral before attempting to start. A good idea as you don't want the bike going off without you.

The choke is a thumb-operated lever on the left side of the handlebar. I found it was necessary to put it on full to start, then bring it back mid-way for the first half mile or so. This was a bit worrying as a novice because I had the feeling it might die on me at junctions unless I kept the revs up – not easy to do with an automatic clutch without shooting out in front of someone. As it happened my concern was unfounded because it ticked over quite nicely.

Above top: er, yes. Above: Lots of learners must ride this sort of bike, but there doesn't seem to be an obvious place to mount the 'L' plate. We eventually bought a rigid one and tucked it behind one of the number plate bolts. Bottom left: heel and toe type gear lever works well; Sally found that this was the ideal position. If the heel part was too low she had problems pressing it. Adjustment is by undoing a single 10mm bolt, sliding lever from splines then repositioning. Bottom right: 80mph on the speedo seems a bit optimistic. Controls are all easy to reach; choke, horn and dip switch on left, ignition centre with indicators and light switch on right.

Before I went out on the road my 'L' plates had to be fitted. The front posed no problem with plenty of places for a stick-on or tie-on type, but there just didn't seem to be anywhere for the back plate without obscuring the number plate or indicators. In the end it was screwed behind the number plate – not an ideal position because it stuck out so far.

The gear lever had to be repositioned with a forward tilt to make changing down easier. Otherwise it meant searching with my heel to find it.

The riding position is a bit 'sit-up-and-beg' but comfortable enough. I thought the front brake was a bit ineffective though the back made up for that but without being too sharp. No complaints there.

Out on the road I was a bit disappointed with the snatchy gear change. Approaching a junction the revs had to be dropped right down before getting a smooth change; a bit annoying when you don't actually need to stop. Having said that, the single cylinder engine is perfectly capable of pulling away in second.

Changing up brought much the same problem. It had to be done earlier than I'd have considered necessary to make it smooth.

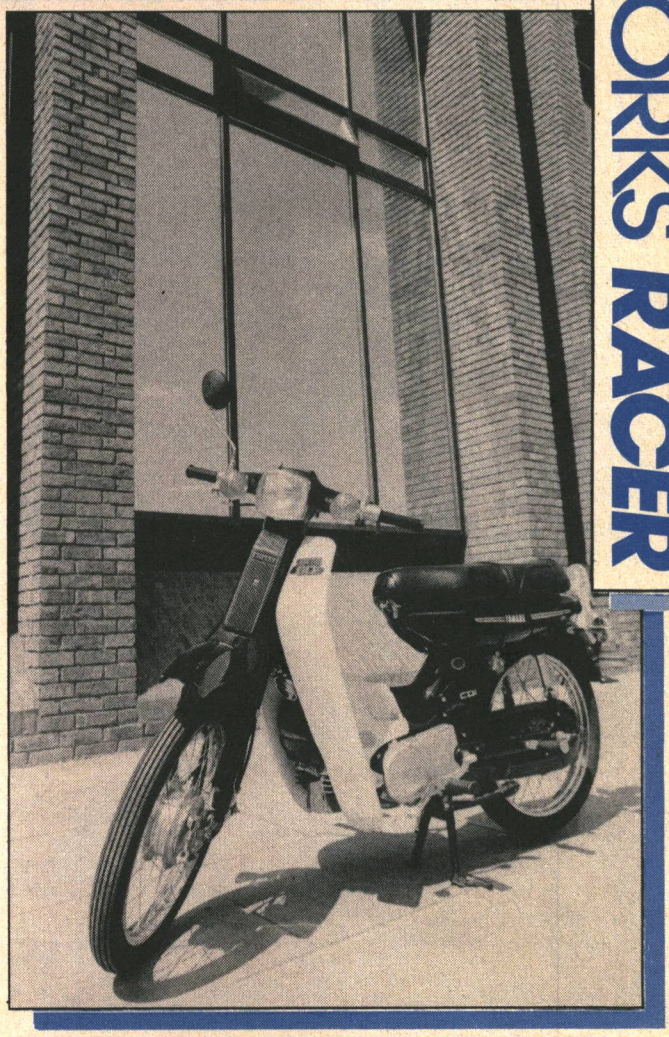
Once on the move the bike's limit seems to be about 45mph but it's at its best cruising around 30-40. So you don't want to be going too far and definitely not in a hurry. Its exhaust note is pretty quiet – not like some of the harsh-sounding mopeds I've heard before now.

One of the bike's features I was particularly glad of is the leg shields. It was possible to stay reasonably dry in a surprise shower by tucking legs and feet in behind them. An important factor in our British climate.

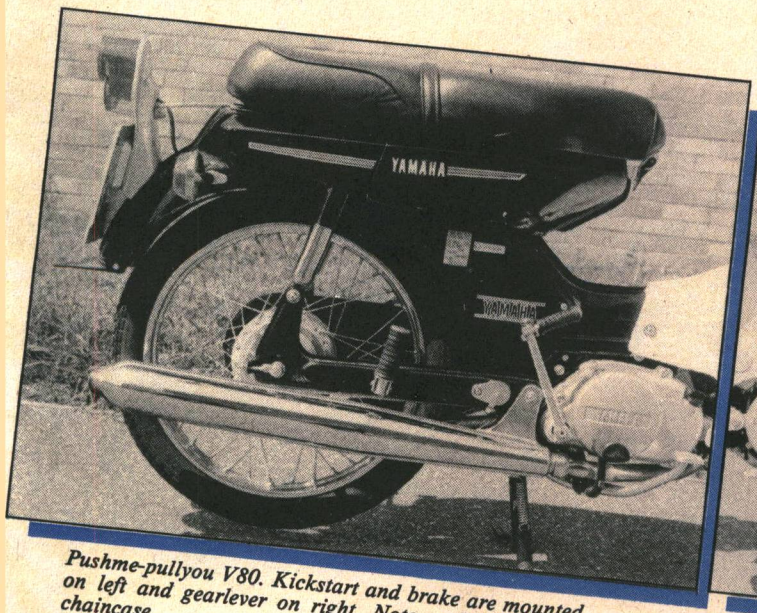
Though I've nothing to make comparisons with, I thought the Yamaha handled well, remaining stable in all conditions and cornering happily. Important to a novice who needs their confidence built up.

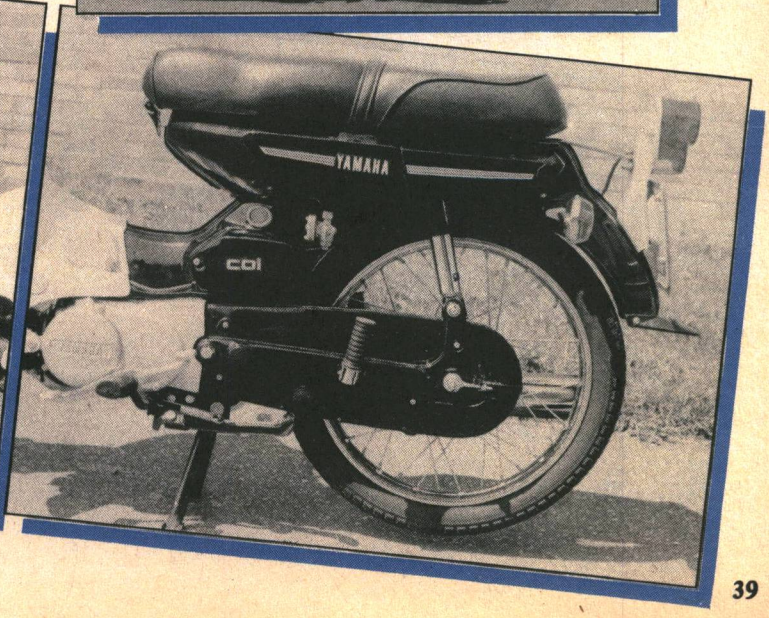
My only minor complaint at this stage was with the indicators. Driving cars has probably helped to make me lazy in this respect, but I do wish manufacturers would fit self-cancellers. Quite frankly I found I had plenty to do at busy junctions with braking, changing down and looking over my shoulder without remembering to switch off my indicator when I'd completed the manoeuvre. I know how infuriating it can be driving behind a learner bike rider with indicator stuck on but now I can quite understand why it happens. I'll make allowances in future. I suppose that's got to be one good thing that's come from this exercise if nothing else.

I've heard lots of novices comment how vulnerable they feel and I quite agree, but I imagine that's something that wears off with confidence. ▶



"The riding position is a bit 'sit-up-and-beg' but comfortable enough".



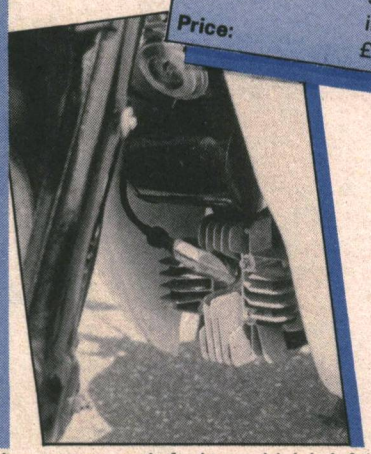


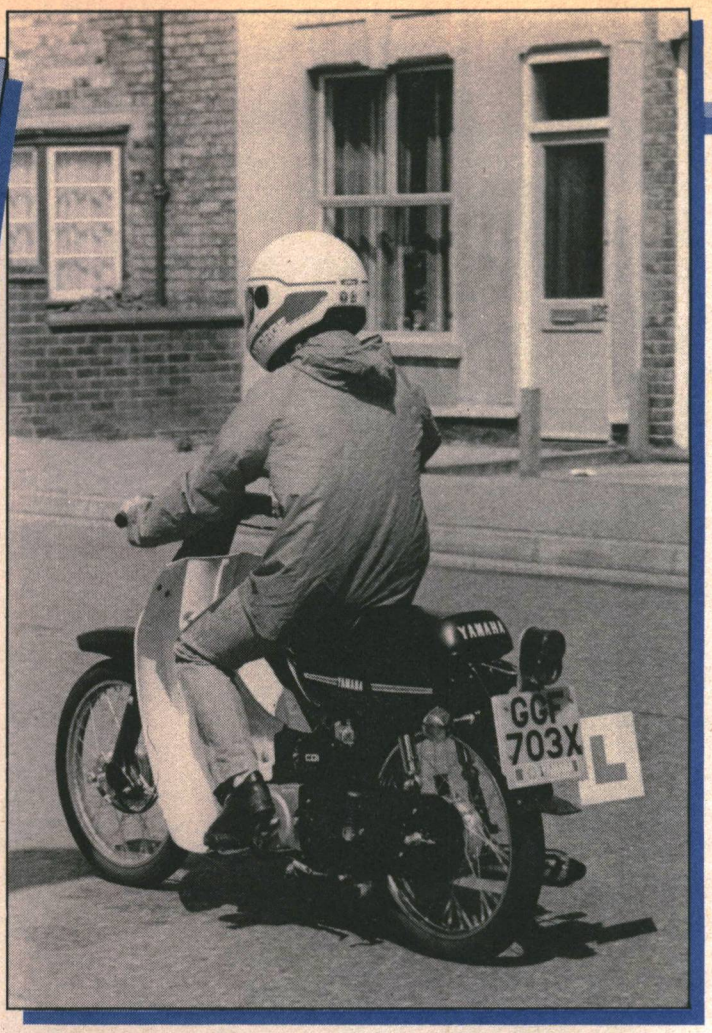
Pushme-pullyou V80. Kickstart and brake are mounted on left and gearlever on right. Note enclosed chaincase.

WORKS RACER

V80 INFO

Engine:	79cc two-stroke
Gearbox:	Three speed
Clutch:	Automatic
Brakes:	Drum front and rear
Weight:	78kg (172lb)
Fuel capacity:	5.3 litres (1.2gal)
Dual seat height:	76cm (30in)
Equipment:	Steering lock, leg-shields, mirror, indicators
Price:	£370





This bike has an automatic fuel tap which is left in the down position. It's only necessary to move it 90 degrees to go on to reserve. Mind you, as there's no fuel gauge I was rather taken by surprise the first time it began to splutter and fumbled for the tap, almost coming to a standstill. There was no problem after that, though.

A feature of this bike's fuel tap is a "prime position" for extra fuel when cold starting. I only had to use it once, when the bike had been standing all weekend.

The tank holds 1.2 gallons which doesn't sound much but it's enough for well over 100 miles. The filler caps for petrol and oil (separate) are positioned beneath the seat. They're easy to grip without wrenching off finger nails.

As a two-stroke the Yamaha smokes a little bit but not as much as some.

I think I expected to get muckier than I actually did riding a bike. The leg guards can take a lot of the credit for this of course, but so does the enclosed chain case. Grease is never an easy thing to wash out – I know.

Down from the top: Access to the V80's spark plug is gained from the front. Petrol and oil tanks are reached under seat. Front brake is single leading shoe drum type.

I suppose the only thing that really bugged me was the fact that there is absolutely no storage space. A small tool pouch takes up space beneath the seat and there are two small panels below and to the rear of the seat just about big enough to hold 20 Rothmans and a box of matches but nothing worthwhile. Makes life a bit difficult if you want to buy a couple of pounds of spuds on the way home. In fact, the only way to carry anything is on your back – not quite my style.

Also, being on the short side as I mentioned, I prefer to wear reasonably high heels and you can't ride this bike in them. I find it a bit of a drag to have to change shoes on arrival at work.

If I'm honest I'd say that at £370 this is a good form of transport; safe and comfortable for somebody who doesn't have to travel too far to work and who isn't in a hurry. It's more of a man's bike than a woman's but that is not a fault.

I just happen to prefer to be able to travel in the clothes I want to work in, heels included, and have somewhere to stash bags etc. Probably I'd be better off with one of the small-wheel bikes tested by the novices in the last issue but that's just a personal preference. If I was a fella and wanted an economical method of transport I'd definitely give this one a lot of thought.

Sally Pearson

For the best selection of helmets & motorcycle clothing visit

JBW

JOHN BROWN WHEELS

SHOPS

LONDON & S.E.
226 Kilburn High Road, LONDON NW6. Tel: (01) 328 6413
1057 - 1063 High Road, Chadwell Heath, ROMFORD. Tel: (01) 590 6466
226 - 232 London Road, CROYDON. Tel: (01) 686 6931
9 Yeoman Court, Ashford Road, Bearsted, MAIDSTONE. Tel: (0622) 36923

MIDLANDS & E.
Wedgnock Lane, Wedgnock Ind. Est., WARWICK. Tel: (0926) 496131
Collection Building, DONINGTON Race Circuit, Nr. Derby. Tel: (0332) 812353
204 Robin Hood Lane, Hall Green, BIRMINGHAM. Tel: (021) 778 3467
16 Earlham House, Earlham Road, NORWICH. Tel: (0603) 58802
59 Leicester Road, Oadby, LEICESTER. Tel: (0533) 710120
Agent at:-
Speedway Service Stn, Anwick Corner, SLEAFORD. Tel: (0526) 832362

SOUTH
60 Commercial Road, SOUTHAMPTON. Tel: (0703) 37972

WEST
35 Brislington Hill, Brislington, BRISTOL. Tel: (0272) 779316

NORTH
59 Shields Road, NEWCASTLE. Tel: (0632) 764674
4 Hall Ings, BRADFORD. Tel: (0274) 393774
University Precinct Centre, Oxford Road, MANCHESTER. Tel: (061) 273 3507

SCOTLAND
128 Dalry Road, EDINBURGH. Tel: (031) 337 6133
521 Great Western Road, GLASGOW. Tel: (041) 334 4504

S.A.E. to Warwick for a Free Price List

JBW JOHN BROWN WHEELS

BEST IN THE NORTH WEST

FANTASTIC SAVINGS ON HELMETS: NOLAN, KIWI, BELL, KANGOL, ETC. . . . ALSO CLOTHING, GLOVES AND LEATHERS.

HONDA SUZUKI

YAMAHA

BULTACO VESPA

MAIN AGENTS
HONDA 5 STAR SERVICE

ALL MODELS AT TOP DISCOUNTS

ROGERSONS

ORRELL POST, WIGAN, LANCS.
TEL: WIGAN 212221.

¼ MILE FROM M6 MOTORWAY, JUNCTION 26.

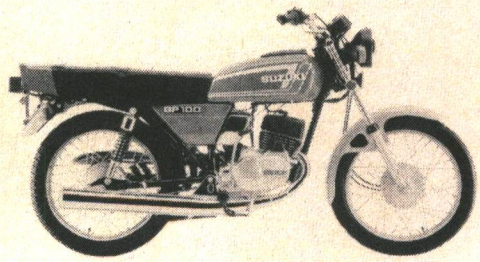
We welcome Access

BARCLAYCARD VISA

FRONTIERS MOTORCYCLES

Everything for the first-time rider

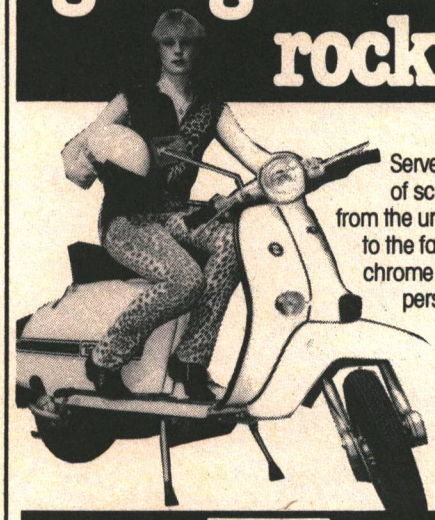
* Insurance and good hire purchase terms arranged.
* Free Star Rider training provided.



Large range of motorcycles and mopeds.
Good choice of accessories and clothing.
Together with the finest after-sales service.

**363 Kingston Rd,
Wimbledon Chase,
London, SW20.
Tel: (01) 540 7774**

Makes the birds go right off their rockers!



Serveta offers a superb range of scooters with classic cool, from the unique Learner Legal 125 to the fast Jet 200. Hosts of chrome and sporting goodies to personalise your machine.

The long lasting scooter.

SERVETA

Write for details to: Scooter Concessionaires Ltd
Dept BB, Exmouth Road, Southsea. PO5 2QL.

Name (BLOCK CAPITALS) _____

Address (BLOCK CAPITALS) _____

I'm interested in a Serveta 125/150/200 Please send me details and the address of my nearest dealer. I am over 15

BIKE BUYER DATA
MAKING THE MOST OF THESE PAGES

BikeBuyer's Data pages contain specifications, price and description of most motorcycles, mopeds and scooters available in the UK. Of course, manufacturers change specifications, introduce new models and generally re-arrange their product range fairly frequently so we can't guarantee absolute accuracy.

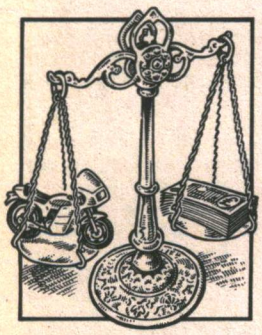
Having said that, it's the most comprehensive, accurate and easily understood guide available in the UK. We've included photographs of as many bikes as possible but, especially among the mopeds, some models have only minor differences from others. Prices include VAT and the 10% sales tax but not delivery costs, number plates, road tax. Some dealers may also add a small charge for their Pre-Delivery Inspection.

We've avoided complicated abbreviations and kept to recognised ones: sohc means single overhead camshaft, dohc double overhead camshafts, ohv overhead valves. And we've crammed in lots of useful info such as engine capacity, performance and type; braking system; detailed major accessories and facts like fuel tank capacity, machine weight and seat height. Should find the bike you want there somewhere.

NEW BIKES: Pages 44-65

The biggest section lists all new bikes known to us on March 26 1982. It opens with Price Data – a split by price of new bikes so you can see what you can afford and spot the bargains as manufacturers unload cheaply stocks of bikes which haven't sold as well as they'd hoped.

New bikes is split again into four sections according to licence groups: Mopeds/Up to 125s/126-250cc/Unlimited capacity. We reckon this way you could see instantly the sort of bike you could ride, or would like to move up to. We separated the 126-250cc bikes because learners shouldn't really consider these even though they're allowed to ride them until September 30. If you don't pass your test before then you'll be lumbered.



SECONDHAND PRICES: Pages 66-69

This section goes back five years only. The value of a secondhand bike depends so much upon its condition and mileage that hard 'n' fast prices are impossible to give especially on machines over that age. Our estimate is based upon information from four sources and checked with dealers in each marque. All we can add is that the market is in disarray at the moment, especially with bikes of 250cc engine capacity.

BRITISH CLASSICS PRICES: Pages 95-98

Right at the back of the issue we've compiled rough values for post-war British bikes having some pretensions to being 'Classics', plus comments from Peter Watson, our old bike expert. If you're thinking of trying British, or you're older and want to re-enact those lazy, hazy days as a youth check here first.

PRICE DATA

Price Data is a simple guide to the bikes you can afford. You know how much you've got to spend – we've listed bikes for sale in that price range. All of them are more fully detailed in the following new bike listings.

up to £300

BATAVUS	
Starglo	249
Pronto	279
Mondial	299
BENELLI	
G2	271
Motorella	282
G2 Elle	289
BETA	
B12	299
BSA	
Easy Rider ER1M	269
ER1MX	280
GARELLI	
Eureka Flex	206
Concorde	236
Bimatic	236
Eureka Matic	291
Katia MK	292
GILERA	
50TS	286
HONDA	
Express Deluxe	286
Express 11	269
PA50 Deluxe	255
PA50 Sports	265
PX50	295
JAWA	
Nippy	199
Nippy Deluxe	229
MALAGUTI	
Mon Ami	209
Motorik	225
MOTOBECANE	
7TL	235
7SP	270
MZ	
Simson S51	298
Simson S51 Enduro	298
PUCH	
Maxi N Quickly	248
Maxi Zippy	276
SUZUKI	
FZ50 Suzi	277
VESPA	
Bravo	264
SI	290
YAMAHA	
MA50M	257
MJ50M Towny	273

£301-450

BENELLI	
50 Cross	410
DI BLASI	
Kari Bike	399
GARELLI	
Katia 2SP	245
Katia K11S	377
M3 KV1P	307
Noi	318
Noi MK	320
Noi Matic	366
Noi Matic Mag	384
Record 50	418
GILERA	
CBA	311
Enduro	351
HONDA	
C50L	338
C50-C	349
C50AL	369
NX50 Caren	309
NS50 Melody	315
NS50 MS-B	345
MB50S	351
MT50	340
C70-ZZ	369
C90-ZZ	435
JAWA-CZ	
250 Single	431
250 Deluxe	431
KAWASAKI	
AE50	399
AR50	409
KC100C	429
MALAGUTI	
Cavalcone	362
MOTOBECANE	
51VSB	305
51SU	320
MOTO GORI	
Turbo 50	350
Taxi 50	320
MZ	
TS125	328
TS150	395
PUCH	
Maxi Ska	317
Maxi 2SP	343
Monza	362
Ranger	419
SUZUKI	
FR50 Snip	325

FR50	335
CS50Z	345
FR80	349
CS50DZ	375
ZR50X1	432

VESPA

50 Special	420

YAMAHA

LC50 BopII	331
SA50M Passola	431
V80	370
FS1DX	414
YB100	430
DT50M	437
FS1SE	439
TY50M	437
LB2 80 Chappy	447

£451-600

BSA

Beaver	519
Brigand	519
GT50	542

BENELLI

125E	537

BETA

MX4S	479

GARELLI

KL5VF	418

HONDA

CF70-C	455
H100	482
CB100N	547
CG125K	563
XL100S	599

KAWASAKI

KE100A	469
AE80	479
KH100EL	489
AR80	529
KH100EX(G2)	519
KH100EX(G3)	549
KH125	539
KE100B	589

MZ

TS125 Pathfinder	560
TS250 Supa 5	592

SUZUKI

Z50L	465
TS50ER	466
GP100U	465
GP100X	515
TS100ER	595
GP125N	475
SB200	550

YAMAHA

RD50MX	475
DT50MX	478
CV80 Beluga	566
DT80MX	541
RS100	510
DT100	568
RD200	570
RS125DX	576

£601-1000

BENELLI

125 2CSE	753
250 2CE	753
125 Sport	968

BETA

125 TS Sport	965

BSA

125 Tracker	753
175 Tracker	795
125 Trail Scrambler	965

ENFIELD

350 India	968

HONDA

CD125 Benly	695
XL125S	699
CT125	725
CM125C	735
XL125R	755
CB125T	785
XL185S	741
CD200T	751
CB250RS-A	844
CB250ND-B	875
CB250 RSD Deluxe	895
CL250S	945
CM250T	969
XL250S	994
XL250R	995

JAWA-CZ

350 Deluxe	608

KAWASAKI

KE125	649
KE175D	649
Z200	649
Z250C1	699
Z250CZ	729
Z250B1	729
Z250B2	749
Z250A	829
KH250	729
KL250A	799
Z250 LTD	869
Z440A LTD	999

LAMBRETTA

150AC	795
200DC	835

MOTO GORI

CR125	859

MZ

ETZ250	639
ETZ250 Deluxe	700

SERVETA

150 Special	859
200 Jet	879

SUZUKI

GN400	649
TS250ER	655
TS125ER	660
SP400	699
TS185ER	670
GT250E X7	699
DR400S	799
GSX250E	820
GS250T	855
GSX400T	999

VESPA

P125X	635
P150X	684
P200E	760

YAMAHA

DT100	617
RD80LC	646
DT125MX	696
XT125	720
DT125LC	799
SR125	686
DT175MX	786
RS200	660
XS250C	773
SR250SE	673
DT250MX	849
XS250SE	773
XT250	773
XS400SE	823

£1001-1500

BENELLI

254	1291
354 Sport	1399

HONDA

CB400N	1260
XL500R	1290
FT500	1350
CX500	1495

KAWASAKI

Z440 H	1166
Z400J	1299
Z550C LTD	1399

MORINI

250V	1345

SUZUKI

GZX400EX	1120
GS550L	1250
GSX400E2	1275
GSX400F	1279

YAMAHA

RD250LC	1143
SR500	1223
XT500	1331
XT550	1333

£1501-2000

HONDA

CX500 Custom	1645
CB650SC	1670
CBX550F-C	1720
CX500E	1770
CBX550F2-C	1870
GL500D	1980

KAWASAKI

Z550A	1599
Z750 Twin LTD	1599
Z750 LTD	1599
Z650F3	1749
GPZ550H1	1799
Z750	1899
GPZ750	1999
Z1000 LTD	1999

MORINI

3½ Strada	1595
3½ Sport	1695
500 Maestro	1945

MOTO GUZZI

V50 Mk111	1599
V50 Monza	1749

SUZUKI

GS550E	1519
GS550EZ	1550
GS550M Katana	1565
GS550LT	1595
GS650GT	1705
GS650G Katana	1705
GS1000GT	1899
GS850GT	1970
GSX1100E	1999

TRIUMPH

TR6 Thunderbird	1895
TR6T Tiger Trail	1975

YAMAHA

XJ550	1663
XZ550	1813
XJ650	1819
XV750SE	1945
XS750SE	1953
XS850	1991

£2001-3000

BENELLI

654 Sport	2153

BMW

R45	2055
R65	2434
R65LS	2539
R80GS	2570
R100	2794

DUCATI

Pantah 500	2469
Pantah 600SL	2799
Darmah 900	2499
900SS	2899

HONDA

CB750F	2017
CB750F2	2270
CB900F	2450
VF750S	2495
CB900F2	2695
GL1100	2688

KAWASAKI

Z750GT	2079
Z1100A1	2399
Z1100AZ	2449
Z1000J	2449
GPZ1100	2699

LAVERDA

Montjuic	2399
Jota	2999
Mirage	2999

MORINI

500 Sahara	2095

MOTO GUZZI

850 T4	2479
V-1000 Convert	2499
Spada	2799
1000SP	2799
California	2899
Le Mans	2899

SUZUKI

GS1000FT	2195
GSX1000SZ Katana	2675
GSX1100EZ	2699
GSX1100SZ	2999

TRIUMPH

T140E Bonneville	2025
T140E Electro	2075
TSS	2399
T140E Executive	2449

YAMAHA

XJ750	2025
TR1	2025
XS1100 Sport	2625

£3000 plus

BENELLI

900	3015

BIMOTA

SB3	5316
HB2	5644

BMW

R1000CS	3085
R100RS	3879
R100RT	3879

DUCATI

Hailwood Replica	3399

HARLEY-DAVIDSON

XLH 1000	3699
XLS 1000	4039
FXE 1340	4939
FXR Super Glide	4939
FXWG 1340	5049
FXS Low Rider	5099
FXRS 1340	5259
FXB Sturgis	5259
FLHC Electra Glide	5659
FLTC Tour Glide	5999

HESKETH

V1000	4495

HONDA

GL1000 Deluxe	3190
CX500TC Turbo	3350
CBX1000	3495
CB1100R	4250

KAWASAKI

Z1300	3249

LAVERDA

Jota 120	3499

MOTO GUZZI

Mistral 1000	3249

MOPEDS

BATAVUS

Harglo Ltd., 462 Station Rd., Dorridge, Solihull, West Midlands. Tel: Knowle (05645) 5835.

STARGLO: £249. Shopper step-thru, pedal starter. 48cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 38kg (85lb). Fuel capacity 3.5 litres (0.8gal). Single seat, indicators, carrier.

PRONTO: £279. Shopper step-thru, pedal starter. 48cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 39kg (86lb). Fuel capacity 3.5 litres (0.8gal). Dual seat, indicators.

MONDIAL: £299. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 43kg (95lb). Fuel capacity 3.5 litres (0.8gal). Single seat, indicators, carrier.

BENELLI

TKM Vehicle Services Ltd., PO Box 5, Coombe Valley Rd., Dover. Tel: 0304 213030.

G2: £271. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 43kg (95lb). Fuel capacity 2.5 litres (0.6gal). Single seat, carrier.

MOTORELLA: £282. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 43kg (95lb). Fuel capacity 2.5 litres (0.6gal). Single seat, carrier, basket.

G2 ELLE: £289. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 43kg (95lb). Fuel capacity 2.5 litres (0.6gal).

50 CROSS: £410. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 72kg (159lb). Fuel capacity 1.9 litres (0.4 gal). Single seat, bash-plate.

BETA

Harglo Ltd., 462 Station Rd., Dorridge, Solihull, West Midlands. Tel: Knowle (05645) 5835.

B12: £299. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 39kg (851lb). Fuel capacity 4 litres (0.9gal). Single seat, carrier, cast wheels.

MX4S: £479. Trail bike, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 65kg (145lb). Fuel capacity 9 litres (2gal). Single seat, bash-plate.

BSA

BSA Company Ltd., Bannerley Rd., Garretts Green, Birmingham. Tel: 021 784 1233.

EASY-RIDER ER1M: £269. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 46kg (102lb). Fuel capacity 4.1 litres (0.9gal). Single seat – height 76cm (30in), carrier.

EASY RIDER ER1MX: £280. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 46kg (102lb). Fuel capacity 4.1 litres (0.9gal). Single seat – height 76cm (30in), carrier.

BEAVER: £519. Roadster, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 60kg (133lb). Fuel capacity 4.6 litres (1gal). Dual seat – height 76cm (30in), indicators.

BRIGAND: £519. Trail bike, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 61kg (134lb). Fuel capacity 4.6 litres (1gal). Dual seat – height 76cm (30in), indicators, bash-plate.

DI BLASI

Kitz Group Ltd., 31 Heathfield, Stacey Bushes, Milton Keynes. Tel: 0908 663455.

KARI BIKE: £399. Shopper step-thru (collapsible), kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 32kg (72lb). Fuel capacity 4.5 litres (1gal). Single seat, cast wheels.

GARELLI

Agrati Sales (UK) Ltd., St. Marks Street, Nottingham. Tel: 0602 50616.

EUREKA FLEX: £206. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 49kg (108lb). Fuel capacity 3 litres (0.7gal). Single seat – height 79cm (31in), indicators.

EUREKA MATIC: £291. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 49kg (108lb). Fuel capacity 3 litres (0.7gal). Dual seat – height 79cm (31in), indicators.

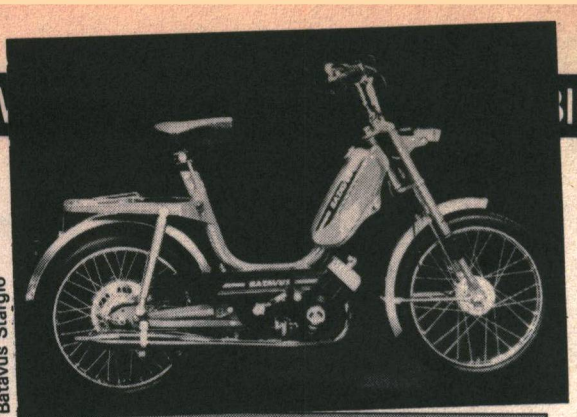
KATIA MK: £292. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 49kg (108lb). Fuel capacity 3 litres (0.7gal). Single seat – height 75cm (29in), indicators.

KATIA 2SP: £345. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 49kg (108lb). Fuel capacity 3 litres (0.7gal). Single seat – height 75cm (29in), indicators.

KATIA KIIS: £377. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 49kg (108lb). Fuel capacity 3 litres (0.7gal). Single seat – height 75cm (29in), indicators, panniers, legshields.

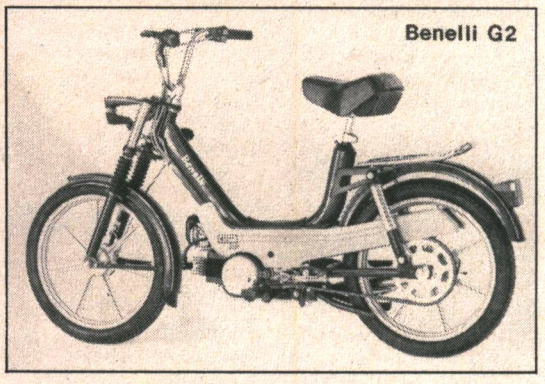
CONCORDE: £236 Shopper step-thru, pedal starter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 54kg (121lb). Fuel capacity 3.2 litres (0.7gal). Dual seat – height 75cm (29in), indicators.

BIMATIC: £236. Shopper step-thru, pedal starter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 54kg (121lb). Fuel capacity

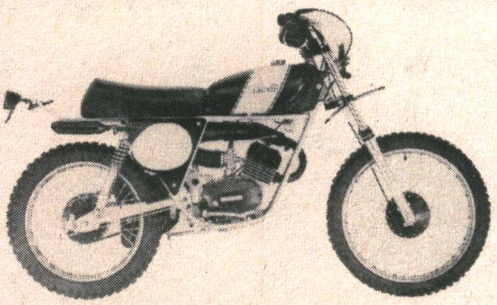


Batavus Starglo

Batavus Mondial



Benelli G2



Benelli 50 Cross

Benelli Motorella GL

Beta B12

4.5 litres (1gal). Dual seat – height 75cm (29in), indicators.

M3 KVIP: £307. Shopper step-thru, kickstarter. 49cc, two-stroke single. Three speed gearbox. Drum brakes. Weight 54kg (120lb). Fuel capacity 3 litres (0.7gal). Dual seat – height 75cm (29in), indicators.

NOI: £318. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 53kg (117lb). Fuel capacity 3 litres (0.7gal). Single seat – height 79cm (31in), indicators.

NOI MK: £320. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 53kg (117lb). Fuel capacity 3 litres (0.7gal). Single seat – height 79cm (31in), indicators.

NOIMATIC: £366. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 53kg (117lb). Fuel capacity 3 litres (0.7gal). Dual seat – height 79cm (31in), indicators.

NOIMATIC MAG: £384. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 53kg (117lb). Fuel capacity 3 litres (0.7gal). Dual seat – height 79cm (31in), indicators, cast wheels.

RECORD 50: £418. Roadster, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 77kg (172lb). Fuel capacity 6.5 litres (1.4gal). Dual seat – height 79cm (31in), indicators.

KL 5VF: £455. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 77kg (172lb). Fuel capacity 6.5 litres (1.4gal). Dual seat – height 79cm (31in), indicators.

GILERA

Douglas (Sales and Service) Ltd., 2 Oak Lane, Fishponds Trading Estate, Bristol. Tel: 0272 654197.

CBA: £311. Shopper step-thru, pedal starter. 49cc two-stroke single. Automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 3.1 litres (0.7gal). Dual seat – height 82cm (32in), carrier, cast wheels.

50TS: £286. Roadster, kickstarter. 49cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 82kg (181lb). Fuel capacity 8.8 litres (1.9gal). Dual seat – height 79cm (31in), indicators, cast wheels.

TRIAL: £271. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 75kg (165lb). Fuel capacity 7 litres (1.5gal). Dual seat – height 79cm (31in).

ENDURO: £351. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 73kg (161lb). Fuel capacity 7 litres (1.5gal). Single seat – height 79cm (31in), bash-plate.

HONDA

Honda (UK) Ltd., Power Rd., Chiswick, London W4. Tel: 01 995 9381.

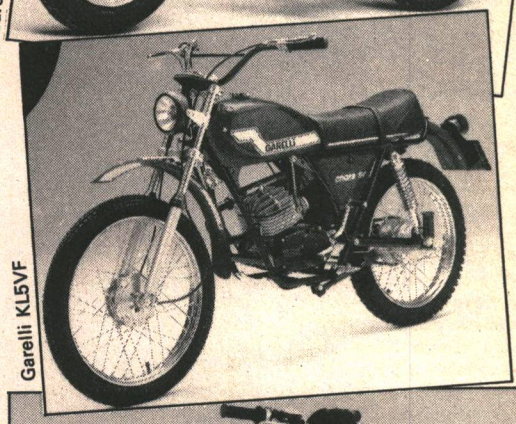
PA50 CAMINO DELUXE: £255. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox, belt drive. Drum brakes. Weight 47kg (103lb). Fuel capacity 3.2 litres (0.7gal). Single seat, indicators, mirror, carriers..

PA50 CAMINO SPORTS: £265. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox, belt drive. Drum brakes. Weight 50kg (110lb). Fuel capacity 6.9 litres (1.5gal). Single seat, indicators, mirror carrier, cast wheels.

PX50: £295. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 3.2 litres (0.7gal) Single seat, indicators, mirror.

NC50D EXPRESS DELUXE: £286. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 4.6 litres (1gal). Single seat – height 74cc (29in), indicators, mirror, carrier and basket, legshields.

Garelli Katia



Garelli KL5VF

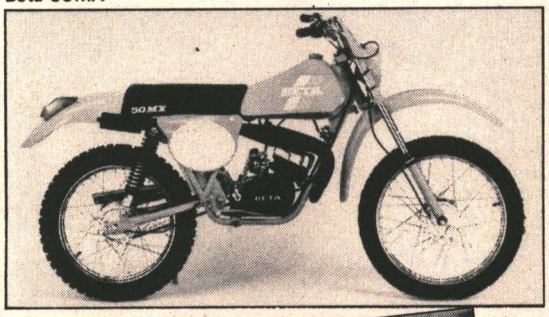
Gilera 50TS

Gilera CBA

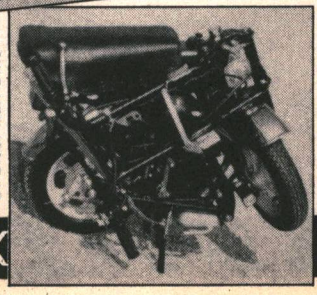
Honda PA50 Camino

Honda Express

Beta 50MX



BSA Brigand


Di Blasi Kari Bike

MOPEDS

NC50G EXPRESS II: £269. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 4.6 litres (1gal). Single seat – height 74cm (29in), indicators, mirror, carrier and basket.

NX50 CAREN: £309. Scooter kickstarter. 49cc, two-stroke single. Two speed gearbox. Drum brakes. Weight 75kg (125lb). Fuel capacity 3.2 litres (0.7gal). Single seat, indicators, mirror, carriers, legshields.

NS50 MELODY: £315. Scooter, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 53kg (117lb). Fuel capacity 3.2 litres (0.7gal). Single seat, indicators, mirror, carriers.

NS50MS MELODY DELUXE: £345. Scooter, electric starter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 53kg (117lb). Fuel capacity 3.2 litres (0.7gal). Single seat, indicator, mirror, carriers.

MB50S: £351. Roadster, kickstarter. 46cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 81kg (179lb). Fuel capacity 9.1 litres (2gal). Dual seat, indicators, mirrors, ComStar wheels, handlebar fairing.

MT50S: £340. Trail bike, kickstarter. 46cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 80kg (177lb). Fuel capacity 9.1 litres (2gal).Dual seat, indicators, mirrors.

MTX50: Price to be announced. Trail bike, kickstarter. 46cc, two-stroke single. Five speed gearbox. Drum brakes. Weight not available. Fuel capacity 9.1 litres (2 gal). Dual seat, indicators, mirrors, carrier, monoshock suspension.

C50L: £338. Commuter step-thru, kickstarter. 49cc, four-stroke single, sohc. Two speed automatic gearbox. Drum brakes. Weight 78kg (172lb). Fuel capacity 4 litres (0.9gal). Single seat – height 76cm (30in), indicators, mirrors, carrier, legshields.

C50AL AUTO: £369. Commuter step-thru, kickstarter. 49cc, four-stroke single, sohc. Three speed, automatic gearbox. Drum brakes. Weight 78kg (172lb). Fuel capacity 4 litres (0.9gal). Dual seat – height 76cm (30in), indicators, mirrors, legshields.

JAWA-CZ

Skoda (GB) Ltd., Bergen Way, North Lynn Ind. Estate, Kings Lynn, Norfolk. Tel: 0553 61176.

NIPPY: £199. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 43kg (93lb). Fuel capacity 3 litres (0.7gal). Single seat, carrier.

NIPPY DE-LUXE: £229.01. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 42kg (93lb). Fuel capacity 3 litres (0.7gal). Single seat, indicators, carrier.

KAWASAKI

Kawasaki Motors (UK) Ltd., 748/9 Deal Ave. Trading Estate, Slough, Berks. Tel: 0753 38255.

AR50: £409 (green & white), £459 (white). Roadster, kickstarter. 49cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 74kg (165lb). Fuel capacity 9.6 litres (2.1gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels, monoshock suspension.

AE50: £399 (green & red), £449 (blue). Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 76kg (169lb). Fuel capacity 6.4 litres (1.4gal). Dual seat – height 79cm (31in), indicators, mirror, monoshock suspension.

MALAGUTI

Malaguti Concessionaires (UK), High Street, Ripley, Surrey. Tel: 048643 3170.

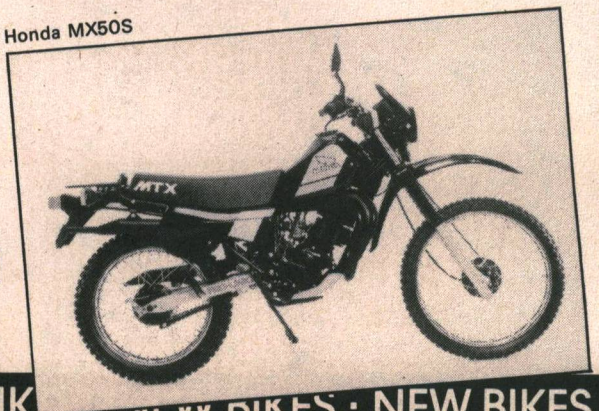
Honda Caren

Honda Melody DeLuxe

Honda MB50

Honda MT50

Honda MX50S



MON AMI: £209. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 32kg (70lb). Fuel capacity 3 litres (0.7gal). Single seat, carrier.

MOTORIK: £225. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 38kg (83lb). Fuel capacity 3 litres (0.7gal). Single seat, carrier.

CAVALCONE: £362. Trail bike, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 72kg (159lb). Fuel capacity 3.5 litres (0.8gal).

MOTOBECANE

Motobecane (UK) Concessionaires, 207 Rodbourne Rd., Swindon. Tel: 0793 31944.

7TL: £235. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 40kg (88lb). Fuel capacity 3.6 litres (0.8gal). Single seat – height 78cm (30in), carrier.

7SP: £270. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 44kg (97lb). Fuel capacity 3.6 litres (0.8gal). Single seat – height 78cm (30in), carrier.

51VSB: £305. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 3.6 litres (0.8gal). Dual seat – height 83cm (32in).

51SU: £320. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 3.6 litres (0.8gal). Single seat – height 78cm (30in), carrier.

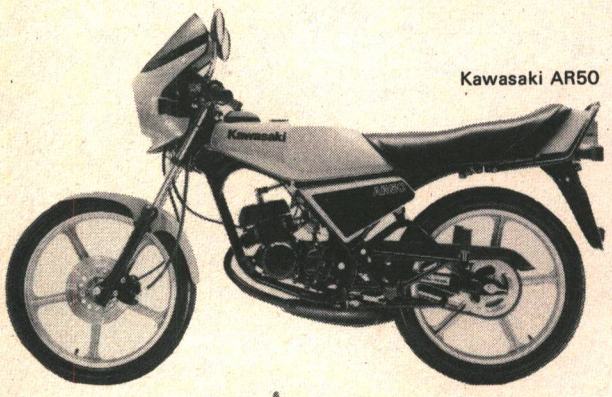
MZ

Wilf Green Ltd., MZ House, New Street, Halfway, Nr. Sheffield. Tel: 0742 488500.

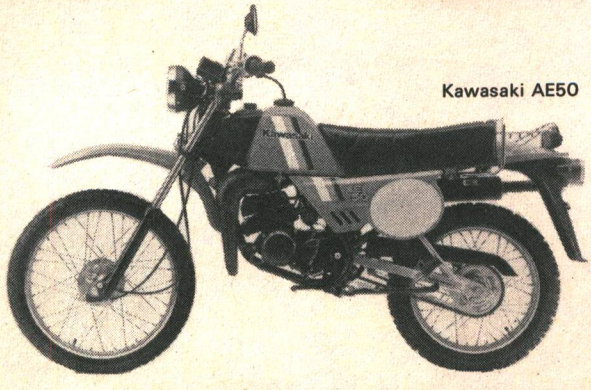
SIMPSON S51: £298. Roadster, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 81kg (178lb). Fuel capacity 8.7 litres (1.9gal). Dual seat, indicators, carrier.

Honda C50AL Auto

Jawa Nippy



Kawasaki AR50


Kawasaki AE50

SIMPSON S51 ENDURO: £298. Trail bike, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 81kg (178lb). Fuel capacity 8.7 litres (1.9gal). Dual seat, indicators, carrier.

PUCH

Steyr-Daimler-Puch (GB) Ltd., 211 Lower Parliament Street, Nottingham. Tel: 0602 56521.

MAXI N QUICKLY: £248. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 41kg (90lb). Fuel capacity 3.6 litres (0.8gal). Single seat – height 75cm (29in), carrier, cast wheels.

MAXI ZIPPY: £276. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 41kg (90lb). Fuel capacity 3.6 litres (0.8gal). Single seat – height 75cm (29in), carrier, cast wheels.

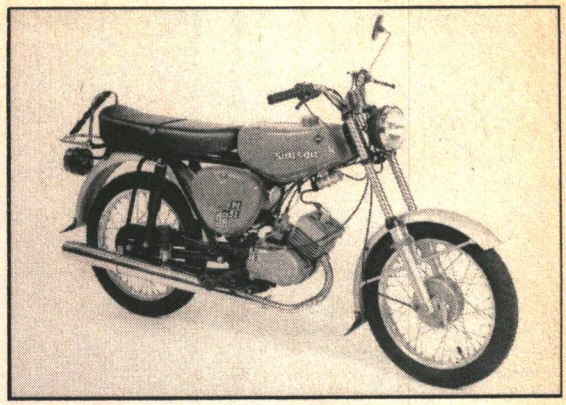
MAXI SKA: £317. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 41kg (90lb). Fuel capacity 3.6 litres (0.8gal). Dual seat – height 75cm (29in), indicators, carrier, cast wheels.

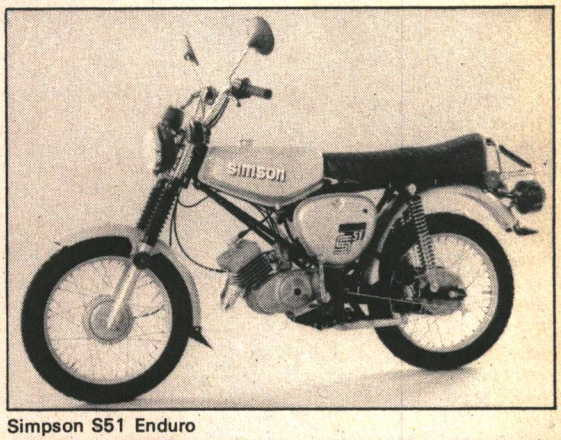
MAXI 2SP: £343. Shopper step-thru, pedal starter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 42kg (92lb). Fuel capacity 3.6 litres (0.8gal). Dual seat – height 75cm (29in), carrier, cast wheels.

X40 CITY: £314. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 52kg (114lb). Fuel capacity 3.6 litres (0.8gal). Single seat – height 75cm (29in), carrier, cast wheels.

RANGER: £326. Trail bike, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 69kg (152lb). Fuel capacity 7.3 litres (1.6gal). Dual seat – height 81cm (32in), indicators, carrier, cast wheels.

MONZA: £362. Roadster, kickstarter. 49cc, two-stroke single. Four speed gearbox. Disc front brake, drum rear. Weight 74kg (163lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 79cm (31in), indicators, mirrors, carrier, cast wheels, handlebar fairing.

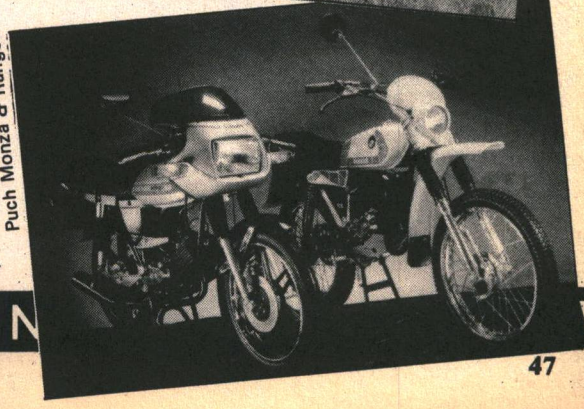

Simpson S51



Simpson S51 Enduro

Puch Maxi Zippy

Puch Maxi SKA


Puch Monza & Ranger

MOPEDS

SUZUKI

Heron Suzuki GB Ltd., 46/62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: 0293 518000.

CS50Z: £345. Scooter, kickstarter. 49cc, two-stroke single. Three speed, automatic gearbox. Drum brakes. Weight 60kg (132lb). Fuel capacity 3 litres (0.7gal). Dual seat, indicators, legshields.

CS50DZ ROADIE: £375. Scooter, electric starter. 49cc, two-stroke single. Three speed, automatic gearbox. Drum brakes. Weight 60kg (132lb). Fuel capacity 3 litres (0.7gal). Dual seat, indicators, mirror, legshields.

FZ50 SUZY: £299. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 59kg (130lb). Fuel capacity 4.6 litres (1gal). Single seat – height 70cm (27in), indicators, mirror, carriers, legshields.

FS50 SNIP: £325. Scooter, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 54kg (118lb). Fuel capacity 3.2 litres (0.7gal). Single seat – height 71cm (28in), indicators, mirror, carrier and basket, legshields.

FR50: £335. Commuter step-thru, kickstarter. 49cc, two-stroke single. Three speed gearbox, automatic clutch. Drum brakes. Weight 70kg (154lb). Fuel capacity 3.6 litres (0.8gal). Dual seat – height 75cm (29in), indicators, mirror, legshields.

ZR50 X1: £432. Roadster, kickstarter. 49cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 89kg (196lb). Fuel capacity 5 litres (1.1gal). Dual seat – height 75cm (29in), indicators, mirrors, cast wheels.

ZR50L: £465. Custom bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 92kg (202lb). Fuel capacity 9.1 litres (2gal). Dual seat – height 75cm (29in), indicators, mirror, cast wheels.

TS50ER: £466. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 82kg (181lb). Fuel capacity 5 litres (1.1gal). Dual seat, indicators, mirror.

VESPA

Douglas (Sales and Service) Ltd., 2 Oak Lane, Fishponds Trading Estate, Bristol. Tel: 0272 654197.

BRAVO: £264. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 42kg (92lb). Fuel capacity 3.2 litres (0.7gal). Single seat – height 82cm (32in), carrier.

SI: £290. Shopper step-thru, pedal starter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 52kg (114lb). Fuel capacity 4.2 litres (0.9gal). Dual seat – height 82cm (32in), indicators, cast wheels.

50 SPECIAL: £420. Scooter, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 69kg (152lb). Fuel capacity 5.2 litres (1.1 gal). Dual seat – height 76cm (30in), legshields.

YAMAHA

Mitsui Machinery Sales (UK) Ltd., Oakcroft Rd., Chessington, Surrey. Tel: 01 397 5111.

SA50M PASSOLA: £341. Scooter, electric starter (kickstarter available). 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 51kg (112lb). Fuel capacity 3 litres (0.7gal). Single seat – height 72cm (28in), indicators, mirror, carrier and basket, legshields.

LC50M BOP II: £331. Shopper step-thru, kickstarter. 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 58kg (128lb). Fuel capacity 3.7 litres (0.8gal). Single seat – height 70cm (27in), indicators, mirror, carrier and basket, legshields.

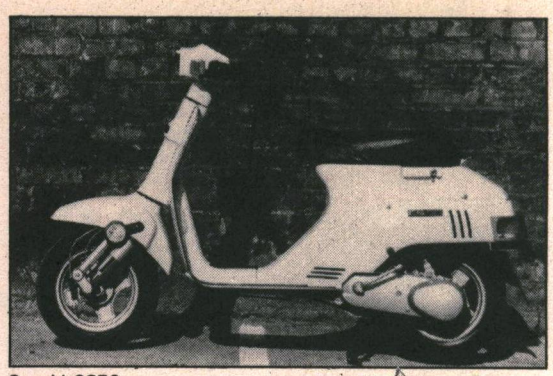
MA50M (QT50): £273. Shopper step-thru, kickstarter. 49cc, two-stroke single. Automatic gearbox. Drum brakes. Weight 45kg (99lb). Fuel capacity 2.3 litres (0.5gal). Single seat – height 72cm (28in), indicators, mirror, carrier and basket.

MJ50M TOWNY: £279. Shopper step-thru, kickstarter, 49cc, two-stroke single. Two speed, automatic gearbox. Drum brakes. Weight 50kg (110lb). Fuel capacity 2.8 litres (0.6gal). Single seat – height 76cm (30in), indicators, mirror, carriers.

TY50M: £466. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 72kg (159lb). Fuel capacity 4.7 litres (1gal). Dual seat – height 77cm (30in), indicators, mirror.

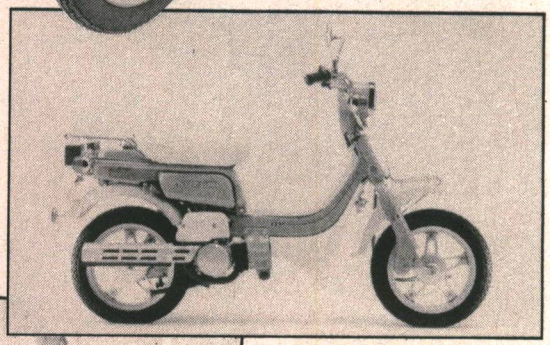
DT50M: £437. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 72kg (159lb). Fuel capacity 6 litres (1.3gal). Dual seat – height 78cm (30in), indicators, mirror.

DT50MX: £478. Trail bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 81kg (179lb). Fuel capacity 8.5 litres (1.9gal). Dual seat – height 82cm (32in), indicators, mirror.



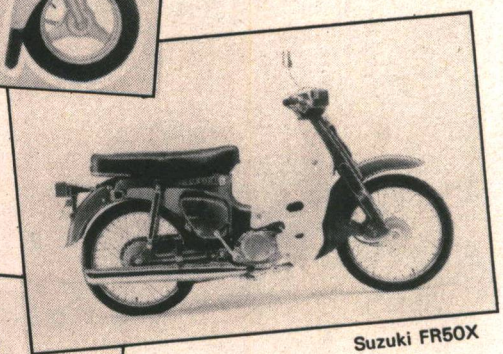
Suzuki CS50

Suzuki CS50DZ Roadie



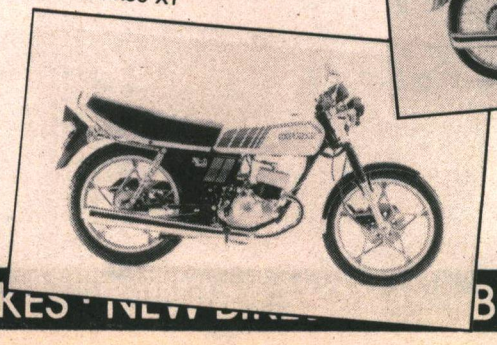
Suzuki FZ50 Suzy

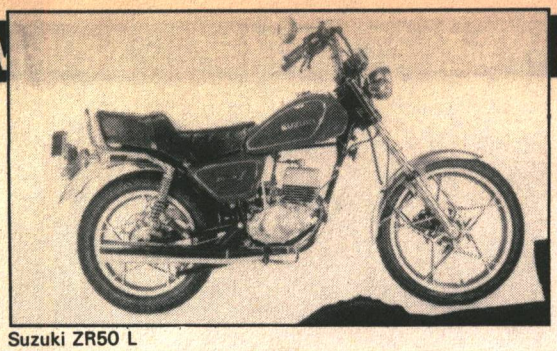
Suzuki FZ50 Snip



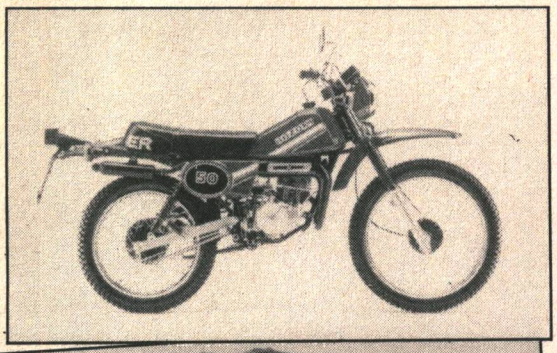
Suzuki FR50X

Suzuki ZR50 X1

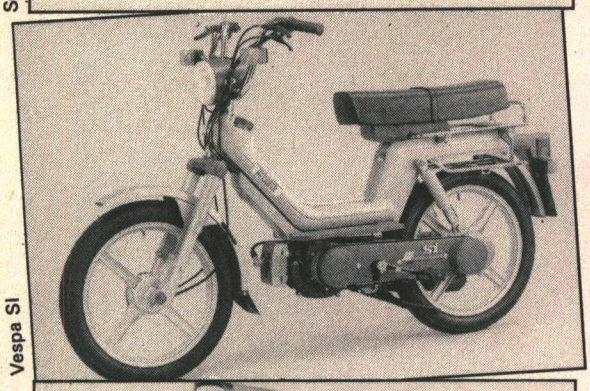




Suzuki ZR50 L

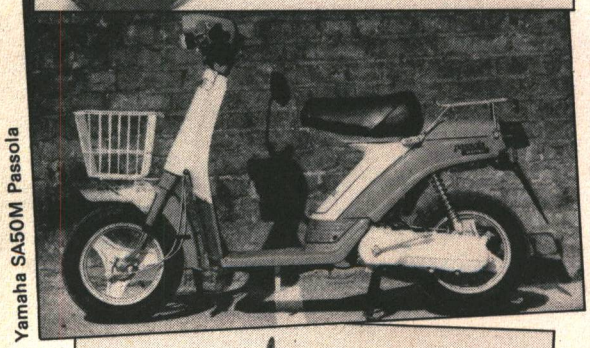


Suzuki TS50 ER

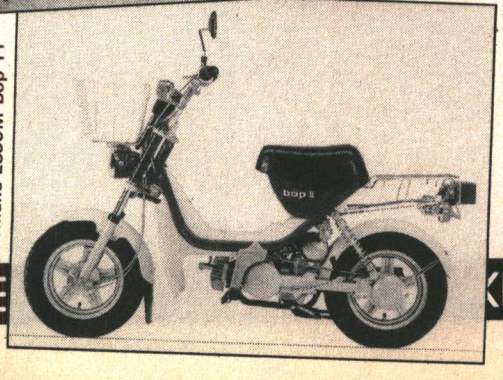


Vespa SI

Vespa 50 Special



Yamaha SA50M Passola



Yamaha LC50M Bop 11

FS1DX: £414. Roadster, kickstarter. 49cc, two-stroke single. Four speed gearbox. Disc front brake, drum rear. Weight 73kg (161lb). Fuel capacity 9 litres (2gal). Dual seat – height 77cm (30in), indicators, mirror.

FS1SE: £439. Custom bike, kickstarter. 49cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 77kg (170lb). Fuel capacity 9 litres (2gal). Dual seat – height 76cm (30in), indicators, mirror.

RD50MX: £475. Sports bike, kickstarter. 49cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 82kg (181lb). Fuel capacity 13 litres (2.9gal). Dual seat – height 79cm (31in), indicators, mirror, cast wheels, monoshock suspension, handlebar fairing.

UP TO 125cc

BETA

Harglo Ltd, 462 Station Rd, Dorridge, Solihull, West Midlands. Tel: Knowle (05645) 5835.

125TS SPORT: £965. Roadster, kickstarter. 123cc, two-stroke single. Six speed gearbox. Disc front brake, drum rear. Weight 86kg (190lb). Fuel capacity 9 litres (2gal). Single seat, indicators.

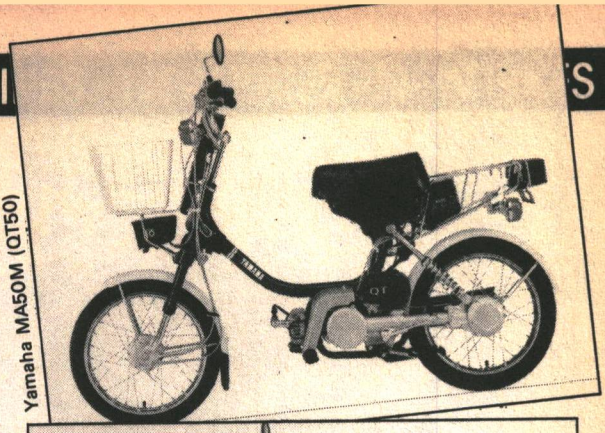
125 TRAIL SCRAMBLER: £965. Trail bike, kickstarter. 123cc, two-stroke single. Six speed gearbox. Drum brakes. Weight 92kg (202lb). Fuel capacity 9 litres (2gal). Dual seat, indicators, carrier.

BSA

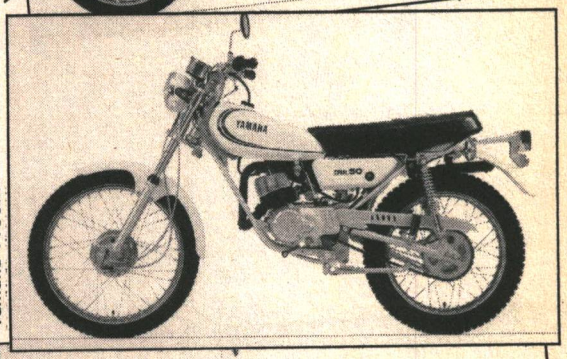
BSA Company Ltd, Bannerley Rd, Garretts Green, Birmingham. Tel: 021 784 1233.

GT50: £542. Roadster, kickstarter. 49cc, two-stroke single (unrestricted). Four speed gearbox. Drum brakes. Weight 60kg (133lb). Fuel capacity 4.6 litres (1gal). Dual seat – height 76cm (30in), indicators, carrier.

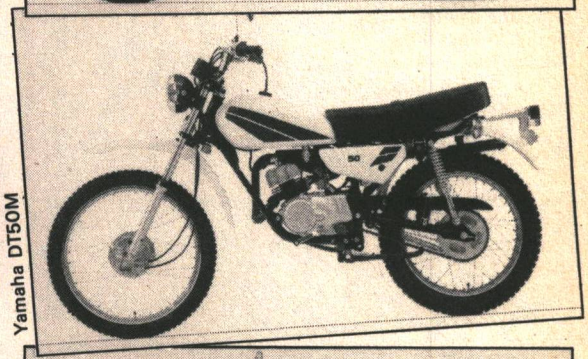
TRACKER 125: £810. Trail bike, kickstarter. 123cc, two-stroke single. Six speed gearbox. Drum brakes. Weight 94kg (210lb). Fuel capacity 4.6 litres (1gal). Dual seat – height 75cm (29in), indicators, carrier.



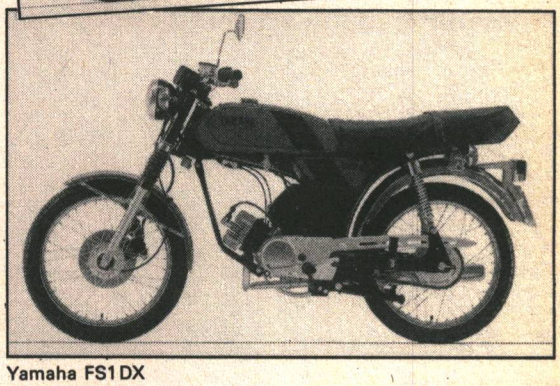
Yamaha MA50M (QT50)



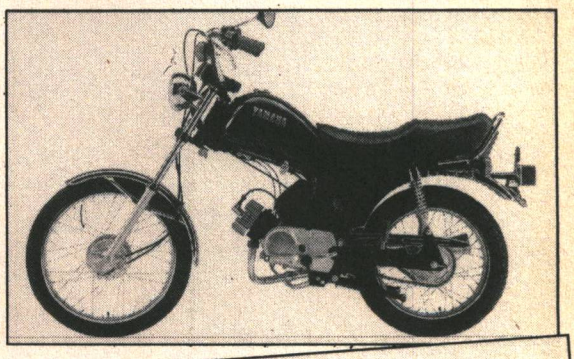
Yamaha TY50M



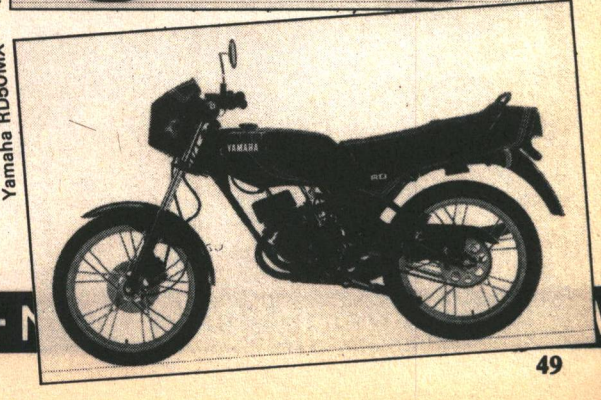
Yamaha DT50M



Yamaha FS1DX



YamahaFS1SE



Yamaha RD50MX

BIKES · NEW BIKES · NEW BIKES · NEW

UP TO 125cc

CAGIVA

No concessionaires at time of writing. Spares and information from Leighton Miles Ltd, 17 Penpark Rd, Southmead, Bristol, Avon. Tel: 0272 793319.

SST 125: Price to be announced. Roadster, kickstarter. 123cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 105kg (232lb). Fuel capacity 10.5 litres (2.3gal). Dual seat – height 78cm (30in), indicators, cast wheels.

SXT 125: Price to be announced. Trail bike, kickstarter. 124cc, two-stroke single. Six speed gearbox. Disc front brake, drum rear. Weight 105kg (232lb). Fuel capacity 9.5 litres (2.1gal). Dual seat – height 87cm (34in), indicators.

RGS 50: £828. Trail bike, kickstarter. 49cc, two-stroke single (unrestricted). Five speed gearbox. Drum brakes. Weight 78kg (174lb). Fuel capacity 6.7 litres (1.5gal). Single seat – height 87cm (34in), indicators, bash-plate.

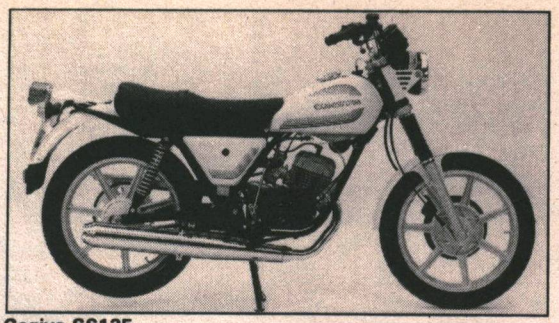
HONDA

Honda (UK) Ltd, Power Rd, Chiswick, London W4. Tel: 01 995 9381.

C50-C: £349. Commuter step-thru, kickstarter. 49cc, four-stroke single, sohc. Three speed gearbox, automatic clutch. Drum brakes. Weight 78kg (172lb). Fuel capacity 4 litres (0.9gal). Dual seat – height 76cm (30in), indicators, mirrors, legshields, fully enclosed chain.

C70Z-Z: £369/**C70-C:** £379. Commuter step-thru, kickstarter. 72cc, four-stroke single, sohc. Three speed gearbox, automatic clutch. Drum brakes. Weight 75kg (165lb). Fuel capacity 4 litres (0.9gal). Dual seat – height 76cm (30in), indicators, mirrors, fully enclosed chain.

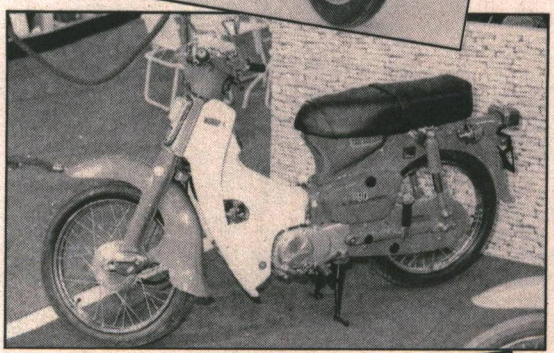
CF70-C: £455. Shopper step-thru, kickstarter. 70cc, four-stroke single, sohc. Three speed, automatic gearbox. Drum brakes. Weight and fuel capacity not available. Dual seat, indicators, mirror, carrier and basket.



Cagiva SS125

Cagiva SXT125

Honda C70



Honda C90

Honda H100-A

C90Z-Z: £435. Commuter step-thru, kickstarter. 89cc, four-stroke single, sohc. Three speed gearbox, automatic clutch. Drum brakes. Weight 75kg (165lb). Fuel capacity 4 litres (0.9gal). Dual seat – height 76cm (30in), indicators, mirrors, fully enclosed chain.

H100: £482. Roadster, Kickstarter. 99cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 85kg (188lb). Fuel capacity 9.6 litres (2.1gal). Dual seat, indicators, mirrors, fully-enclosed chain.

CB100N: £547. Roadster, kickstarter. 99cc, cc, four-stroke single, sohc. Five speed gearbox. Disc front brake, drum rear. Weight 96kg (213lb). Fuel capacity 10.9 litres (2.4gal). Dual seat indicators, mirrors.

XL100S: £599. Trail bike, kickstarter. 99cc, four-stroke single, sohc.Five speed gearbox. Drum brakes. Weight 79kg (176lb). Fuel capacity 4.6 litres (1gal). Dual seat – indicators, mirror, bash-plate.

CG125K: £563. Roadster, kickstarter. 124cc, four-stroke single, ohv pushrod. Five speed gearbox. Drum brakes. Weight 95kg (209lb). Fuel capacity 10 litres (2.2gal). Dual seat, indicators, mirrors, fully enclosed chain.

CD125T BENLY: £699. Roadster, electric starter. 124cc, four-stroke twin, sohc. Five speed gearbox. Drum brakes. Weight 127kg (279lb). Fuel capacity 11 litres (2.4gal). Dual seat – height 75cm, (29in), indicators, mirror, fully enclosed chain.

CB125T SUPER DREAM: £785. Roadster, electric starter. 124cc, four-stroke twin, sohc. Five speed gearbox. Disc front brake, drum rear. Weight 124kg (275lb). Fuel capacity 12.7 litres (2.8gal). Dual seat – height 77cm (30in), indicators, mirrors, ComStar wheels, monoshock suspension.

CM125C: £735. Custom bike, electric starter. 124cc four-stroke twin, sohc. Five speed gearbox. Drum brakes. Weight 126kg (277lb). Fuel capacity 13 litres (2.9gal). Dual seat – height 75cm (29in), indicators, mirrors.

XL125S: £699. Trail bike, kickstarter. 124cc, four-stroke single, sohc.Six speed gearbox. Drum brakes. Weight 104kg (299lb). Fuel capacity 7 litres (1.5gal). Dual seat – height 82cm (32in), indicators, mirror, bash-plate.

XL125R: £755. Trail bike, kickstarter. 124cc, four-stroke single, sohc. Six speed gearbox. Drum brakes. Weight 107kg (237lb). Fuel capacity 8 litres (1.8gal). Dual seat – height 86cm (34in), indicators, mirrors, carrier, bash-plate, monoshock suspension.

CT125: £725. Farm bike, kickstarter. 124cc, four-stroke single, sohc. Five speed gearbox. Drum brakes. Weight 108kg (238lb). Fuel capacity 6 litres (1.3gal). Single seat – height 81cm (32in), carrier, crashbars, fully enclosed chain.

KAWASAKI

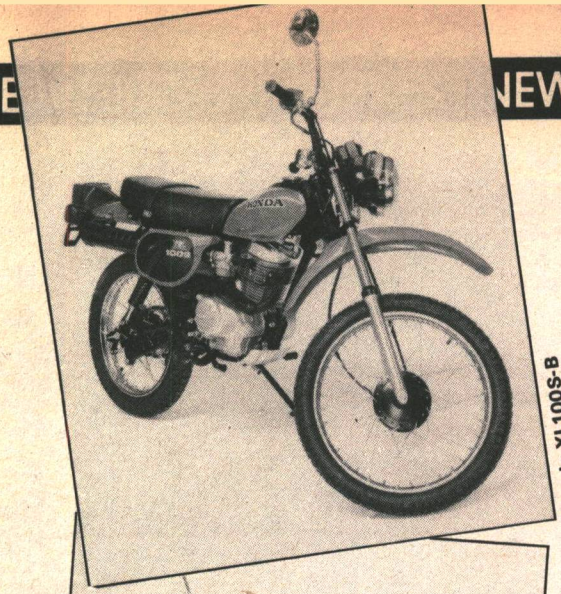
Kawasaki Motors (UK) Ltd, 748-9 Deal Ave Trading Estate, Slough, Berks. Tel: 0753 38255.

AR80: £529. Roadster, kickstarter. 78cc, two-stroke single. Six speed gearbox. Disc front brake, drum rear. Weight 75kg (165lb). Fuel capacity 9.6 litres (2.1gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels, monoshock suspension.

AE80: £479. Trail bike, kickstarter. 78cc, two-stroke single. Six speed gearbox. Drum brakes. Weight 77kg (169lb). Fuel capacity 6.4 litres (1.4gal). Dual seat – height 79cm (31in), indicators, mirror, carrier, monoshock suspension.

KC100: £429. Roadster, kickstarter. 99cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 82kg (180lb). Fuel capacity 8.6 litres (1.9gal). Dual seat – height 76cm (30in), indicators, mirror, fully enclosed chain.

KE100A: £469. Trail bike, kickstarter. 99cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 92kg (202lb). Fuel capacity 8 litres (1.8gal). Dual seat – height 82cm (32in),


Honda XL100S-B

Honda CB125K-B

indicators, mirror, bash-plate.

KE100B: £589. Trail bike, kickstarter. 99cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 85kg (187lb). Fuel capacity 9.1 litres (2gal). Dual seat – height 82cm (32in), indicators, mirror, bash-plate.

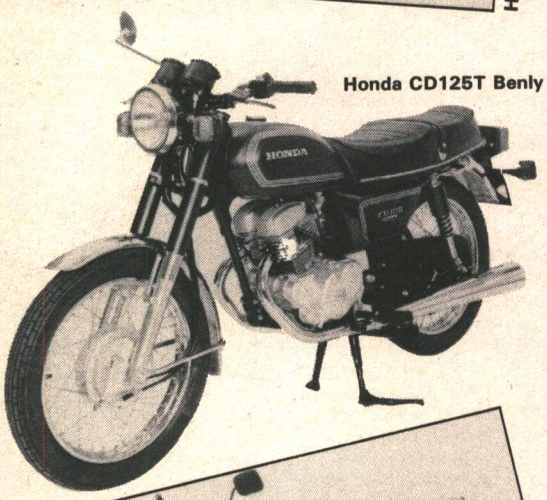
KM100: £489. Trail bike, kickstarter. 99cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 77kg (169lb). Fuel capacity 6.4 litres (1.4gal). Dual seat – height 72cm (28in), indicators, mirror, bash-plate.

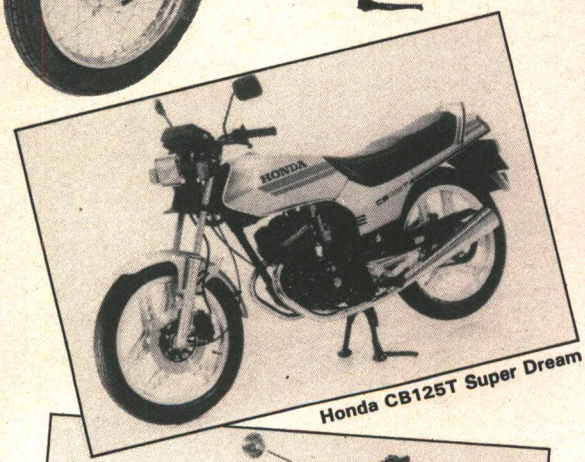
KH100EL: £489. Roadster, kickstarter. 99cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 91kg (200lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 76cm (30in), indicators, mirror.

KH100EX: £519 (G2), £549 (G3). Roadster, kickstarter. 99cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 96kg (211lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 76cm (30in), indicators, mirror, cast wheels.

KH125: £539. Roadster, kickstarter. 124cc, two-stroke single. Six speed gearbox. Disc front brake, drum rear. Weight 95kg (209lb). Fuel capacity 11.4 litres (2.5gal). Dual seat – height 79cm (31in), indicators, mirror.

KE125: £649. Trail bike, kickstarter. 124cc, two-stroke single. Six speed gearbox. Drum brakes. Weight 99kg (218lb). Fuel capacity 9.6 litres (2.1gal). Dual seat – height 84cm (33in), indicators, mirror, carrier, bash-plate.


Honda CD125T Benly


Honda CB125T Super Dream

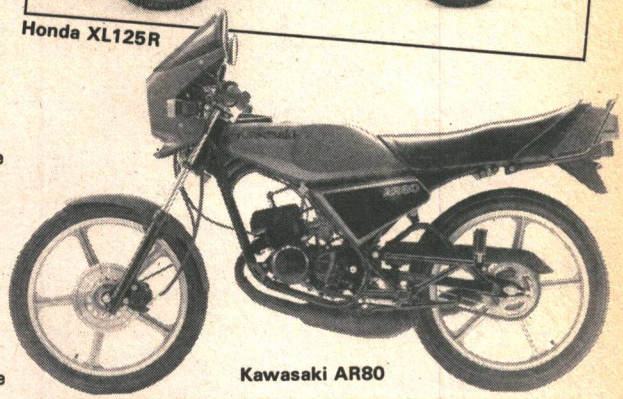
Honda XL125S-B

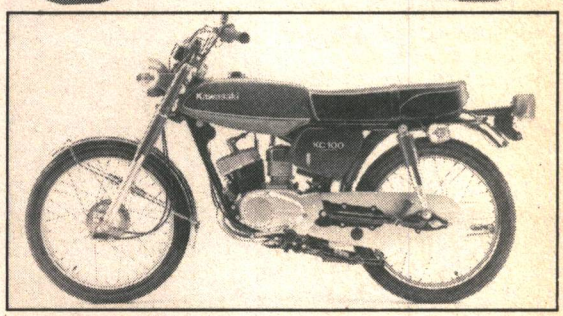
MOTO GORI

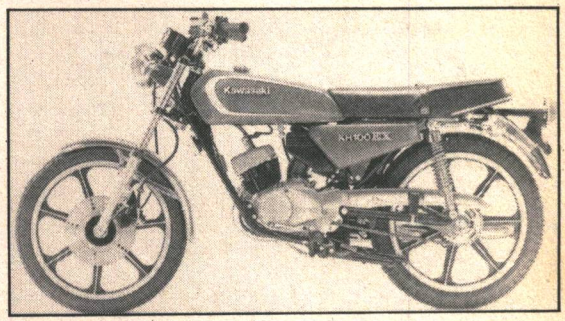
Moto Gori UK Ltd., Middlewich Road, Byley, Nr Middlewich, Cheshire. Tel: 060 684 5167.

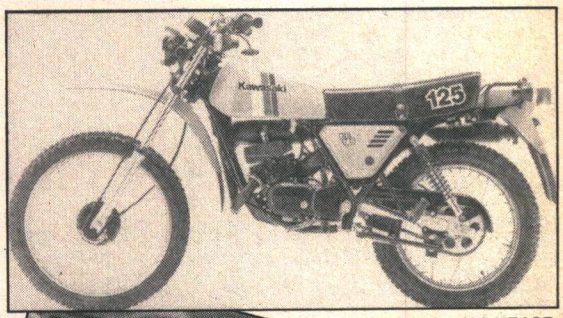
CRUISER CRT125: £859. Trail bike, kickstarter. 123cc, two-stroke single. Seven speed gearbox. Drum brakes. Weight 98kg (216lb). Fuel capacity 9.1 litres (2gal). Dual seat – height 83cm (32in), indicators, mirror. ▷

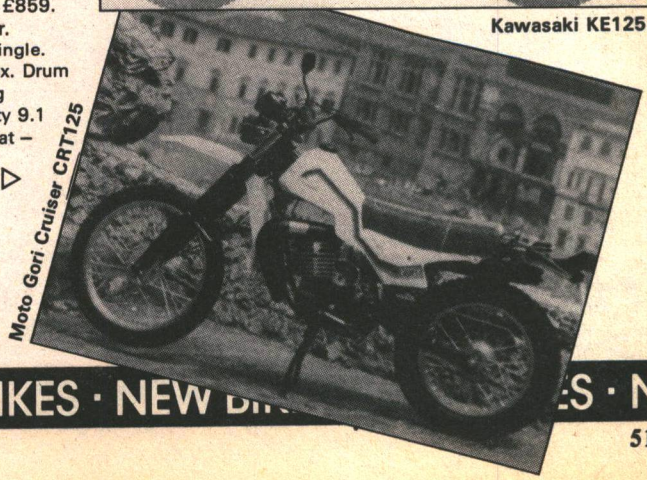
Honda XL125R


Kawasaki AR80


Kawasaki KC100


Kawasaki KH100EX


Kawasaki KE125


Moto Gori Cruiser CRT125

"WHY NOT have your bike insurance dealt with by a motorcyclist??

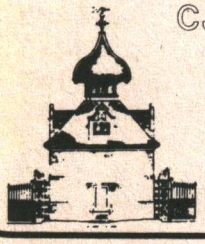
We can quote premiums for riders of any age on any size of machine from 50 to 1500.

We are also interested in quoting for 'unusual' risks such as CUSTOMS, SPECIALS, TURBOS, CONVICTED AND ACCIDENT-PRONE RIDERS ETC.

Discount rates available for IAM members.

HOWEVER, we don't **only** insure bikes – in fact if it's insurable, we have a market for it!!

WHY NOT give our resident motorcyclist, Rod Tucker, a ring on Dartford 77313. Payments by instalment, Access/Visa card, cheque or even cash. Ask about our Premium Savings Plan."



CJD Law & Co. Ltd.

**HAWLEY MANOR,
HAWLEY ROAD,
DARTFORD.
KENT DA1 1PX.**

Tel. Dartford 77313

BIKE BANK
FINDABIKE SALES LTD.

A comprehensive service for buyers and sellers of used motorcycles. All areas South England and South Coast. All private sales.

BUYERS!

Don't waste your time searching for the used motorcycle that you want. We may have on file the bike you need.

SELLERS

Get the best price for your used motorcycle, we probably have a buyer on file waiting to buy your used motorcycle. Your bike registered until sold.

All makes, all models, all years.

WANTED NOW

For buyers from sellers. All areas covered, no fees to buyers.

Telephone now Mon-Sat. 10am-10pm

LISS (073082) 3155

HELMET EXPRESS

Discount mail order – now even greater discounts. Great service. No hidden extras to pay for.

INCHES	20½-20⅝	21¼-21⅝	22-22½	22⅝-23¼	23⅝-24
METRIC	52-53	54-55	56-57	58-59	60-61
SIZE	0	1	2	3	4

Manufacturer's visor supplied with helmet

Make	Model	Style	Size	BS	Colour	Price
Griffin	CX Clubman	Integral	XS-XL	5361	Blk/White	£39.95
Griffin	CO Clubman	Integral	XS-XL	2495	Blk/White	£43.00
F2AGV	SHEENE REPLICA with Duck					£57.00
NAVA	3	Integral	1-5	2495	Bl/White/Red Blue/Yellow	£45.00
NAVA	Fibrenet	Integral	1-5	2495	Claret/Gold /Bl Sil/Red/White	£102.00
AGV	X3000	Integral	1-5	2495	Blk/White	£44.95
AGV	X3000	Integral	1-5	2495		£57.00

(Personalised) Choice of 15 colour variations: eg. Blk/Silver, Blk/Gold, Green/White/Red/Blk/Yellow/Blue etc.

(All prices include VAT = 15% where applicable)

If you don't know your size the easiest way to find out is to measure around the largest part of your head with a tape measure and consult the chart.

DEPT. S, HELMET EXPRESS

The Toll House, Grains Bar, Oldham, Lancs OL1 4SX.

Cheque/PO order payable to HELMET EXPRESS (Block letters please). Post, package and insurance £2 per helmet.

Enquiries or Access payment – ring 061 620 1686 or 061 624 2415

UP TO 125cc

MZ

Wilf Green Ltd, MZ House, New Street, Halfway, Nr Sheffield. Tel: 0742 488500.

TS125: £328. Roadster, kickstarter. 123cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 109kg (240lb). Fuel capacity 12.5 litres (3.8gal). Dual seat – height 82cm (32in), indicators, mirror.

PATHFINDER: £560. Trail bike, kickstarter. 123cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 100kg (221lb). Fuel capacity 13.6 litres (3gal). Dual seat – height 82cm (32in), indicators, mirror.

SUZUKI

Heron Suzuki GB Ltd., 46/62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: 0293 518000.

FR80: £349. Commuter step-thru, kickstarter. 79cc, two-stroke single. Three speed gearbox, automatic clutch. Drum brakes. Weight 73kg (161lb). Dual seat – height 75cm (29in), indicators, mirror, legshields.

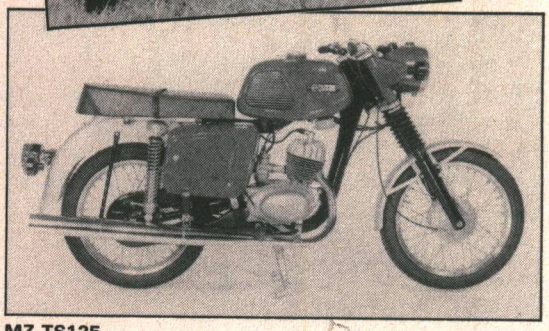
GP100U: £465. Roadster, kickstarter. 98cc single. Five speed gearbox. Drum brakes. Weight 86kg (190lb). Dual seat, indicators, mirrors.

GP100X: £485. Roadster, kickstarter. 98cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 89kg (196lb) Dual seat, indicators, mirrors.

TS100ER: £595. Roadster, kickstarter. 98cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 91kg (201lb). Dual seat – height 79cm (31in), indicators, mirrors.

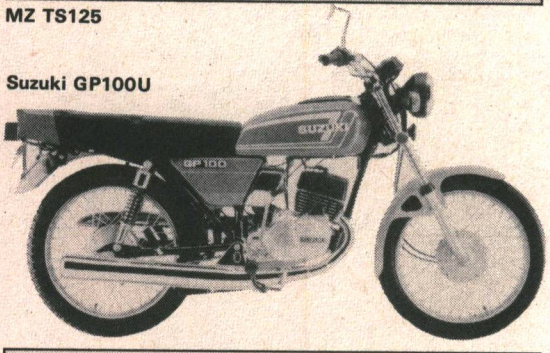
GP125: £475. Roadster, kickstarter. 123cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 92kg (203lb). Dual seat – height 76cm (30in), indicators, mirrors.

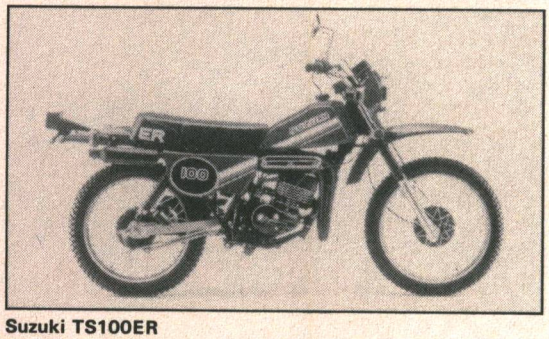
MZ Pathfinder



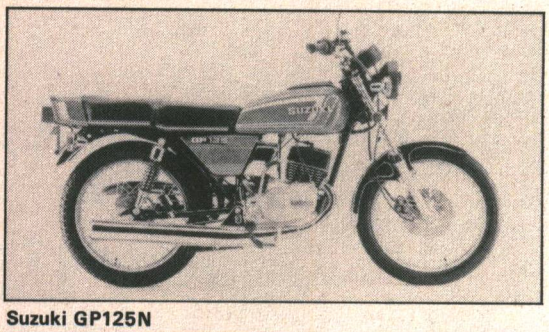
MZ TS125

Suzuki GP100U

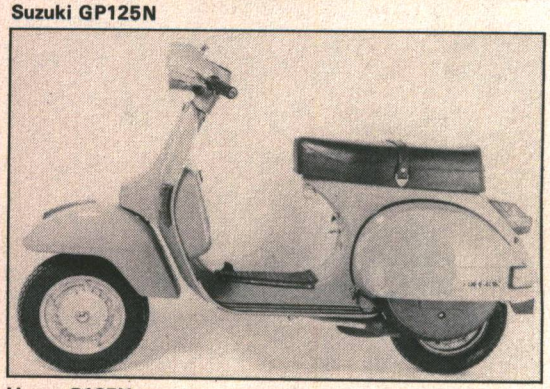




Suzuki TS100ER



Suzuki GP125N



Vespa P125X

TS125ER: £660. Trail bike, kickstarter. 123cc, two-stroke single. Six speed gearbox. Drum brakes. Weight 97kg (214lb). Dual seat, indicators, mirrors.

VESPA

Douglas (Sales and Service Ltd), 2 Oak Lane, Fishponds Trading Estate, Bristol. Tel: 0272 654197.

P125X: £641. Scooter, kickstarter. 123cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 95kg (209lb). Fuel capacity 8 litres (1.8gal). Dual seat – height 84cm (33in), indicators.

YAMAHA

Mitsui Mahinery Sales (UK) Ltd, Oakcroft Rd, Chessington, Surrey. Tel: 01 397 5111.

V80: £370. Commuter step-thru, kickstarter. 79cc, two-stroke single. Three speed gearbox, automatic clutch. Drum brakes. Weight 78kg (172lb). Fuel capacity 5.3 litres (1.2gal). Dual seat – height 73cm (29in), indicators, mirror, legshields.

CV80 BELUGA: £566. Scooter, electric start. 79cc, two-stroke single. Two speed automatic gearbox. Drum brakes. Weight 79kg (174lb). Fuel capacity 4.7 litres (1gal). Dual seat – height 76cm (30in), indicators, mirror, carrier.

RD80LC: £646. Sports bike, kickstarter. 79cc, two-stroke single. Six speed gearbox. Disc front brake, drum rear. Weight 78kg (172lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 77cm (30in), indicators, mirror, cast wheels, handlebar fairing, monoshock suspension.

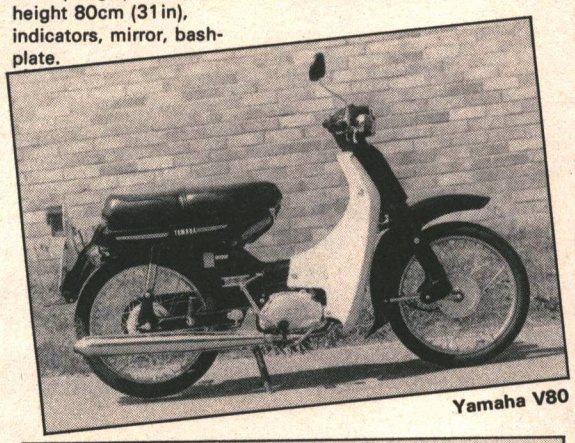
DT80MX: £541. Trail bike, kickstarter. 79cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 82kg (181lb). Fuel capacity 8.5 litres (1.9gal). Dual seat – height 82cm (32in), indicators, mirror, carrier.

YB100: £430. Roadster, kickstarter. 97cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 84kg (185lb). Fuel capacity 8.6 litres (1.9gal). Dual seat – height 79cm (31in), indicators, mirror, fully enclosed chain.

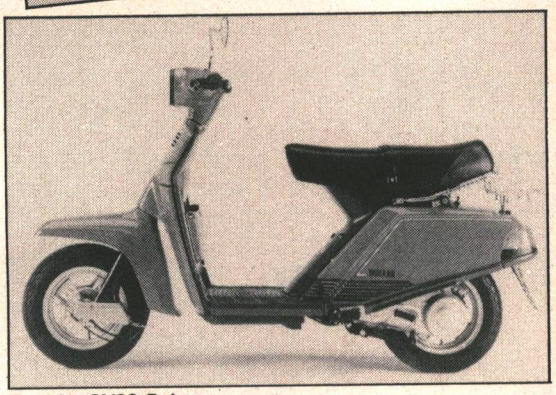
RS100: £510. Roadster, kickstarter. 97cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 91kg (201lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 78cm (30in), indicators, mirror.

DT100. £617. Trail bike, kickstarter. 96cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 94kg (207lb). Fuel capacity 7 litres (1.5gal). Dual seat – height 80cm (31in), indicators, mirror, bash-plate.

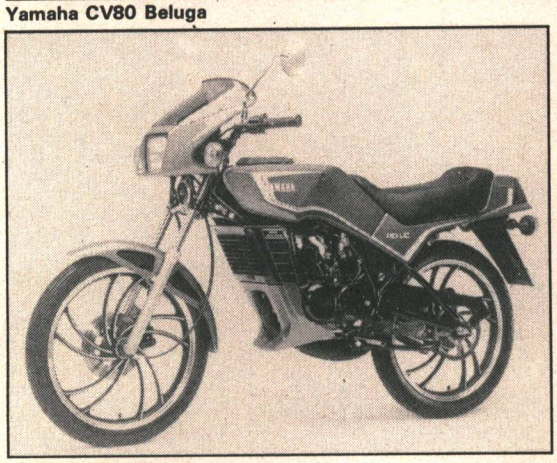
RS125: £576. Roadster, kickstarter. 123cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 96kg (212lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 78cm (30in), indicators, mirror. ▷



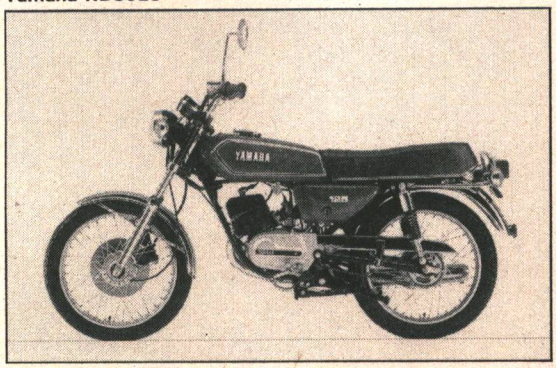
Yamaha V80



Yamaha CV80 Beluga



Yamaha RD80LC



Yamaha RS125

LOWEST ON THE ROAD PRICES IN THE UK? — HARTGATE

VISIT ONE OF LONDON'S LARGEST DISPLAYS OF HONDA MOTORCYCLES

Benly 200	£650
CB250 RS DC self start	£785
CB400 NB	£1025
Cb250 NB	£699
CB250 NDB/X	£719
500 Silver Wing	£1650
CB250 RSA	£699
CBX550	£1459
CX500B	£1199
GL1100 DC	£2639
C70 ZZ	£399
C90 ZZ	£399
CX500E	£1499
FT500C	£1165
CB100N	£479
H100A	£425
CB750 FB	£1599
200 Custom	£699
CG125KB	£499
XL125SB	£589
250 Custom	£799
CB50J	£369
Camino	£199
CL250SC	£829
Caren	£269
Melody Deluxe	£325
C50L	£299
C50LAC	£355
NF75	£399
CF70C	£429
XL100S	£550
XL185SB	£650
CL250SC	£829
CB400NC	£1099
ATC70	£359
TX50	£299
NC50GC	£279

All prices 'on the road' No hidden extras!!!

EXPRESS DELIVERY TO YOUR DOOR

01-648-5395/9132
HARGATE OF MITCHAM
Upper Green, Mitcham, Surrey
Service 01-640 8862
Stores 01-648 7643

UP TO 125cc

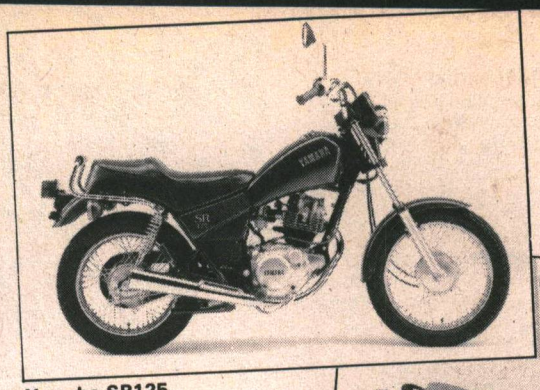
YAMAHA

SR125: £686. Custom bike, electric starter. 124cc, four-stroke single, sohc. Five speed gearbox. Drum brakes. Weight 104kg (229lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 74cm (29in), indicators, mirror.

DT125LC: £799. Trail bike, kickstarter. 123cc, watercooled two-stroke single.Six speed gearbox. Drum brakes. Weight 96kg (212lb). Fuel capacity 9 litres (2gal). Dual seat – height 84cm (33in), indicators, mirror, bash-plate, monoshock suspension.

XT125: £720. Trail bike, kickstarter. 124cc, four-stroke single, sohc. Five speed gearbox. Drum brakes. Weight 98kg (216lb). Fuel capacity 7.6 litres (1.7gal). Dual seat – height 84cm (33in), indicators, mirror, bash-plate, monoshock suspension.

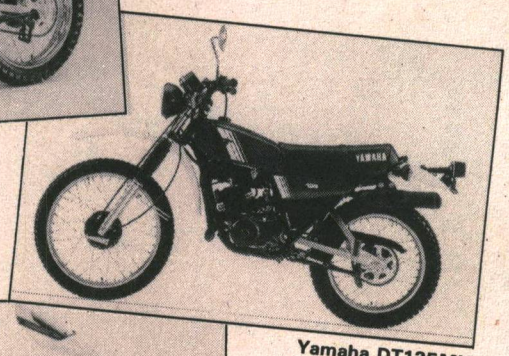
DT125MX: £696. Trail bike, kickstarter. 123cc, two-stroke single. Six speed gearbox. Drum brakes. Weight 96kg (212lb). Fuel capacity 7 litres (1.5gal). Dual seat – height 86cm (34in), indicators, mirror, bash-plate, monoshock suspension.



Yamaha SR125

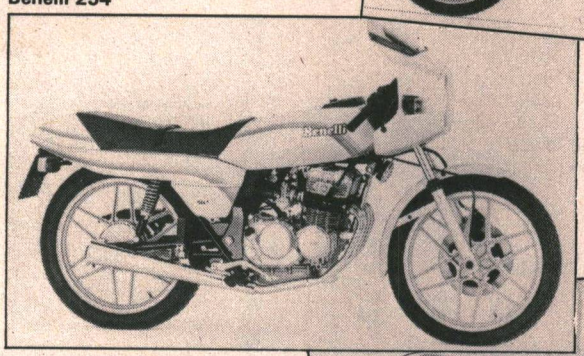
Yamaha DT125LC

Yamaha XT125

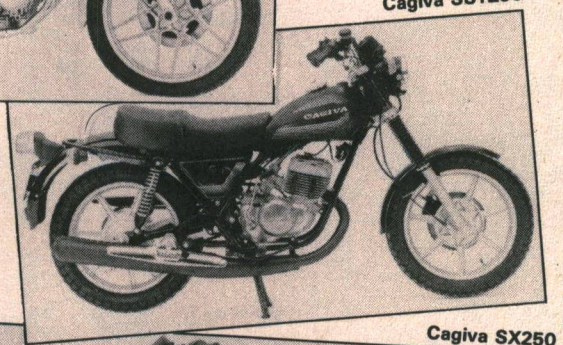


Yamaha DT125MX

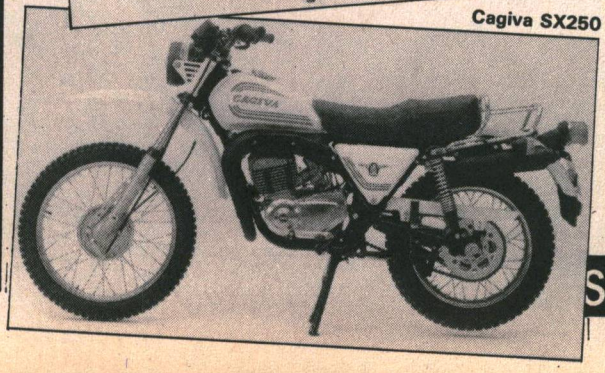
Benelli 254



Cagiva SST250



Cagiva SX250



CROOKS SUZUKI

SUZUKI SPARES
SENT BY RETURN POST FROM

SENT BY RETURN POST FROM ENGLAND'S LEADING SUZUKI SPECIALISTS

EDDIE CROOKS
36-44 Crelin St., Barrow, Cumbria
Spares Tel (0229)22120
Sales Tel. 22342

BUSINESS HOURS: 8.30-5.30 CLOSED ALL DAY THURSDAY

AFTER HOURS ANSAPHONE Tel: 0229 22120

UP TO 250cc

BENELLI

TKM Vehicle Services Ltd, PO Box 5, Coombe Valley Rd, Dover. Tel: 0304 213030.

254: £1291. Roadster, electric starter. 231cc, four-stroke four, sohc. Produces 28bhp @ 10,500rpm. Five speed gearbox. Disc front brake, drum rear. Weight 117kg (257lb). Dual seat, indicators, cast wheels.

CAGIVA

No concessionaires at time of writing. Spares and information from Leighton Miles Ltd, 17 Penpark Rd, Southmead, Bristol, Avon. Tel: 0272 793319.

SST250: Price to be announced. Roadster, kickstarter. 242cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 128kg (281lb). Fuel capacity 10.5 litres (2.3gal). Dual seat – height 86cm (34in), indicators, cast wheels.

SX250: Price to be announced. Trail bike, kickstarter. 242cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 127kg (279lb). Fuel capacity 9.2 litres (2gal). Dual seat – height 86cm (34in), indicators, carrier.

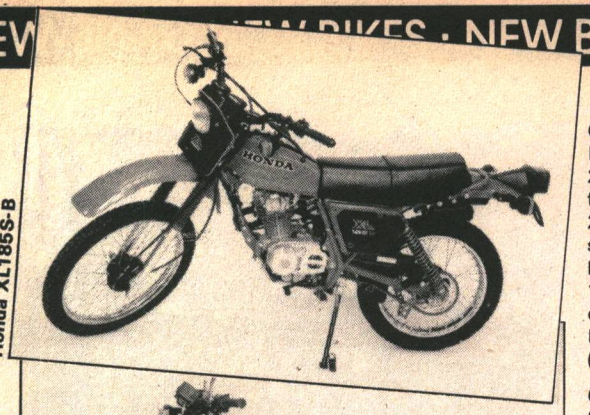
HONDA

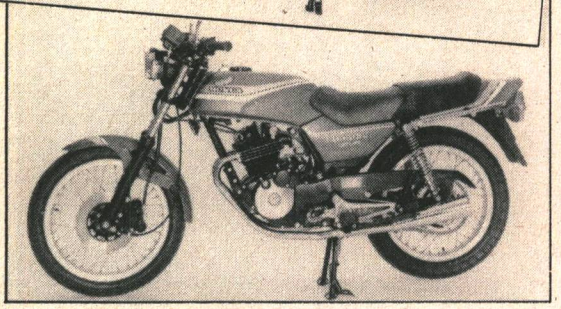
Honda (UK) Ltd, Power Rd, Chiswick, London W4 Tel: 01 995 9381.

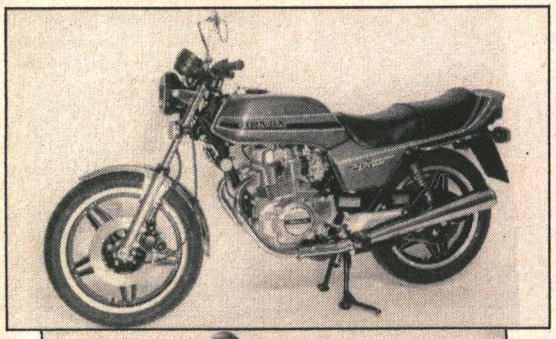
XL185S: £741. Trail bike; kickstarter. 180cc, four-stroke single, sohc. Produces 16bhp. Five speed gearbox. Drum brakes. Weight 107kg (237lb). Fuel capacity 7.3 litres (1.6gal). Dual seat, indicators, mirror, bash-plate.

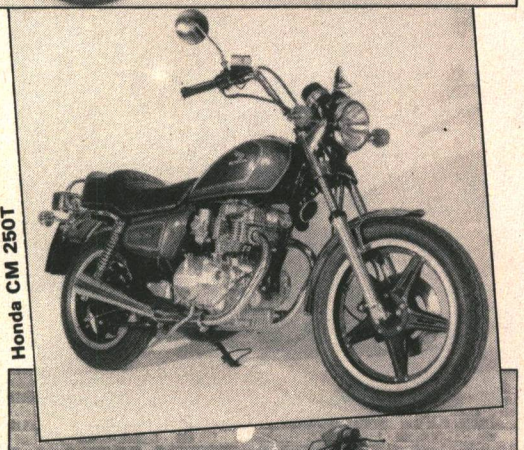
CD200T BENLY: £751. Roadster, electric starter. 194cc, four-stroke twin, sohc. Produces 16bhp. Four speed gearbox. Drum brakes. Weight 127kg (283lb). Fuel capacity 10.9 litres (2.4gal). Dual seat, indicators, mirror.

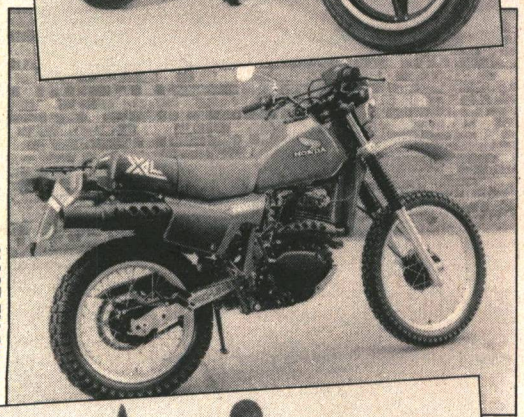
CM200T: £790. Custom bike, electric starter. 194cc, four-stroke twin, sohc. Produces 17bhp. Five speed gearbox. Weight 121kg (269lb). Fuel capacity 10 litres (2.2gal). Dual seat, indicators, mirrors.


Honda XL185S-B


Honda CB250RS DeLuxe


Honda CB250N-DXB


Honda CM 250T


Honda XL 250R

Honda CL 250S

CB250RS-A: £844. Roadster, kickstarter. 248cc, four-stroke single, four-valve sohc. Produces 26bhp @ 8500rpm. Five speed gearbox. Disc front brake, drum rear. Weight 124kg (275lb). Fuel capacity 12.7 litres (2.8gal). Dual seat – height 77cm (30in), indicators, mirrors.

CB250RSD DELUXE: £895. Roadster, electric starter. 248cc, four-stroke single, four-valve sohc. Produces 26bhp @ 8500rpm. Five speed gearbox. Disc front brake, drum rear. Weight 124kg (275lb). Fuel capacity 12.7 litres (2.8gal). Dual seat – height 77cm (30in), indicators, mirrors.

CB250N-DXB SUPER DREAM DELUXE: £875. Roadster, electric starter. 249cc, four-stroke twin, six-valve sohc. Produces 26bhp @ 8500rpm. Six speed gearbox. Disc front brake, drum rear. Weight 168kg (373lb). Fuel capacity 14.1 litres (3.1gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres.

CM250T: £969. Custom bike, electric starter. 249cc, four-stroke twin, six-valve sohc. Produces 26bhp @ 8500rpm. Six speed gearbox. Disc front brake, drum rear. Weight 171kg (380lb). Fuel capacity 10 litres (2.2gal). Dual seat, indicators, mirrors, ComStar wheels, tubeless tyres.

XL250S: £975. Trail bike, kickstarter. 249cc, four-stroke single, four-valve sohc. Produces 20bhp. Five speed gearbox. Drum brakes. Weight 118kg (263lb). Fuel capacity 9.6 litres (2.1gal). Dual seat, indicators, mirror, bash-plate.

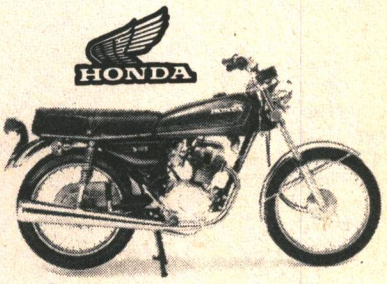
XL250R: £995. Trail bike, kickstarter. 249cc, four-stroke single, four-valve sohc. Produces 22bhp @ 7500rpm. Six speed gearbox. Drum brakes. Weight 122kg (268lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 86cm (34in), indicators, mirrors, carrier, bash-plate, monoshock suspension.

CL250S: £945. Farm bike, electric starter. 248cc, four-stroke single, four-valve sohc. Produces 20bhp @ 7500rpm. Five speed gearbox plus additional crawler gear. Drum brakes. Weight 131kg (288lb). Fuel capacity 11 litres (2.4gal). Dual seat – height 80cm (31in), indicators, mirrors, bash-plate. ▷

BROADWAY CYCLES W7.

A natural choice for your First Bike . . .

Main Agents for:



and

From 50-1100cc

Plus a complete service for the first-time buyer:

- Free tuition (away from main roads!)
- Wide choice of clothing and accessories at reasonable prices.
- Hire purchase and insurance arranged.
- Full back-up and after sales.

(NB: New bike too dear? Look over our superb range of late, low mileage used machines – all fully guaranteed)

. . The automatic choice for your second and third, fourth, fifth, sixth

BROADWAY CYCLES
78-82 Uxbridge Rd,
Hanwell, W7 3SU.

Tel: (01) 567 9283

NEW BIKES · NEW BIKES · NEW BIKES ·

200 JET: £879. Scooter, kickstarter. 198cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 122kg (271lb). Fuel capacity 8.1 litres (1.8gal). Dual seat, indicators, spare wheel.

SUZUKI

Heron Suzuki GB Ltd., 46/62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: 0293 518000.

TS185ER: £670. Trail bike, kickstarter. 183cc, two-stroke single. Produces 17bhp @ 5500rpm. Five speed gearbox. Drum brakes. Weight 102kg (225lb). Dual seat, indicators, mirrors.

SB200: £550. Roadster kickstarter. 196cc, two-stroke twin. Produces 18bhp @ 7500rpm. Four speed gearbox. Drum brakes. Weight 116kg (256lb). Dual seat, indicators, mirrors.

GT250E X7: £699. Sports bike, kickstarter. 247cc, two-stroke twin. Produces 29bhp @ 8000rpm. Six speed gearbox. Disc front brake, drum rear. Weight 128kg (282lb). Dual seat – height 79cm (31in), indicators, mirrors.

GSX250EX: £820. Roadster, electric starter. 249cc, four-stroke twin, four-valve dohc. Produces 27bhp @ 10,000rpm. Six speed gearbox. Disc front brake, drum rear. Weight 143kg (313lb). Dual seat – height 79cm (31in), indicators, mirrors.

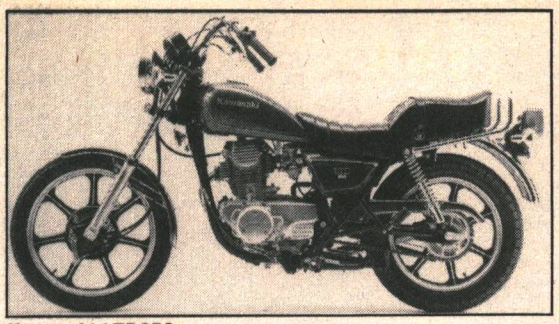
GS250T: £855. Roadster. electric starter. 249cc, four-stroke twin, four-valve dohc. Produces 27bhp @ 10,000rpm. Six speed gearbox. Disc front brake, drum rear. Weight 160kg (352lb). Dual seat, indicators, mirrors.

TS250ER: £655. Trail bike, kickstarter. 246cc, two-stroke single. Produces 23bhp @ 6000rpm. Five speed gearbox. Drum brakes. Weight 121kg (267lb). Dual seat, indicators, mirrors.

VESPA

Douglas (Sales & Service) Ltd, 2 Oak Lane, Fishponds Trading Estate, Bristol, BS5 7XB.

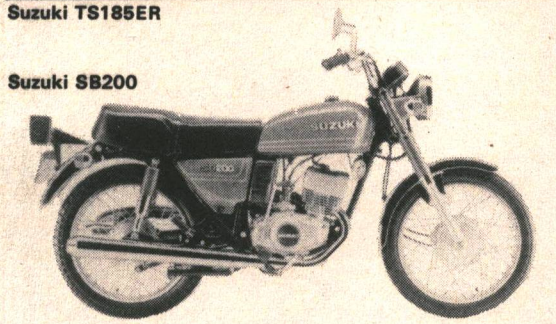
P150X: £684. Scooter, kickstarter. 150cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 98kg (216lb). Fuel capacity 8 litres (1.8gal). Dual seat – height 84cm (33in), indicators. ▷

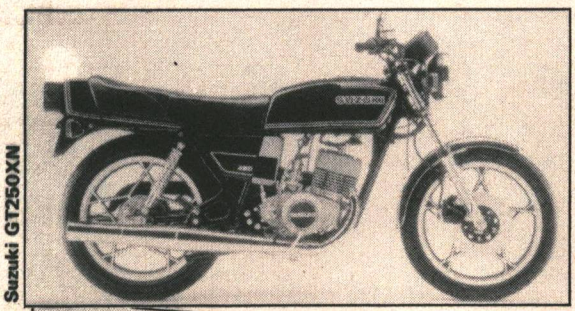


Kawasaki LTD250

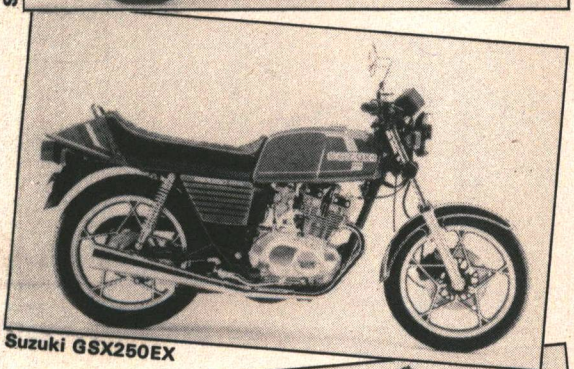
Suzuki TS185ER

Suzuki SB200

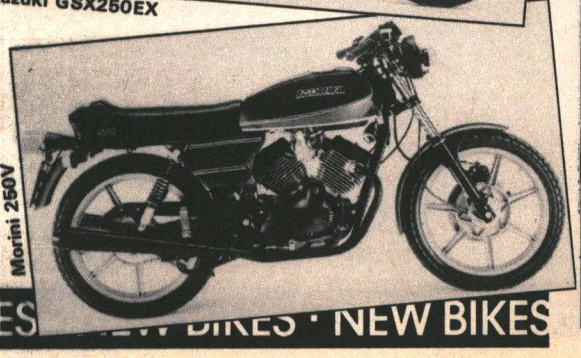




Suzuki GT250XN



Suzuki GSX250EX



Morini 250V

Wimbledon Motorcycles

RECENTLY NAMED 'DEALER OF THE YEAR BY HONDA UK

HONDA

All prices include preparation, oil, petrol, number plates and 1 years road tax; also Labour Free First Service and One Year Warranty.

Commuter and Lightweights

Camino Sports (Moped)	£229
C50L (Moped)	£295
Express Deluxe	£279
Melody (Scooter)	£339
MT50	£345
C70	£359
CF70 (1982 Model)	£449
C90	£419
H100	£459
CB100	£515
XL100	£575
CG125TC (New Model)	£689
CM125 Custom	£699
CD125 Electric Start	£689
XL125	£689
CD200	£695

Touring and Sports

CB250NB	£795
CB250RS	£789
CB400NB	£1125
CX500B	£1319
GL500 Silver Wing	£1750
CBX550 (New Model)	P.O.A.
FT500 (1982 Model)	£1275
CX500E Sports (1982 Model)	£1695
VF750 (New V4)	P.O.A.
CB900 F2C	£2595

We are Turbo Specialists (limited number available)

01-543 4908

RING FOR DISCOUNT on other models in Honda range

EXPRESS DELIVERY AVAILABLE

FREE Rider training courses – for the first time buyer

INSTANT CREDIT AVAILABLE

*LOW DEPOSITS
*5 STAR SERVICE
*ACCESSORIES
*CLOTHING & SPARES
*WE OPERATE HONDACARE

229-233 THE BROADWAY
WIMBLEDON
LONDON SW19

UP TO 250cc

VESPA

P200E: £760. Scooter, kickstarter. 200cc, two-stroke single. Four speed gearbox. Drum brakes. Weight 105kg (232lb). Fuel capacity 8 litres (1.8gal). Dual seat – height 84cm (33in), indicators.

YAMAHA

Mitsui Machinery Sales (UK) Ltd, Oakcroft Road, Chessington, Surrey. Tel: 01 397 5111.

DT175MX: £786. Trail bike, kickstarter. 171cc, two-stroke single, sohc. Produces 16bhp @ 7000rpm. Six speed gearbox. Drum brakes. Weight 99kg (218lb). Fuel capacity 7 litres (1.5gal). Dual seat – height 86cm (34in), indicators, mirror, bash-plate.

RS200: £660. Roadster, electric starter. 195cc, two-stroke twin. Produces 18bhp @ 7500rpm. Five speed gearbox. Drum brakes. Weight 120kg (265lb). Fuel capacity 11.5 litres (2.5gal). Dual seat – height 78cm (30in), indicators, mirror.

RD200: £570. Roadster, electric starter. 195cc, two-stroke twin. Produces 20bhp @ 8000rpm. Five speed gearbox. Disc front brake, drum rear. Weight 123kg (271lb). Fuel capacity 11.5 litres (2.5gal). Dual seat – height 78cm (30in), indicators, mirror.

XS250C: £773. Roadster, kickstarter. 248cc, four-stroke twin, sohc. Produces 27bhp @ 9500rpm. Six speed gearbox. Drum brakes. Weight 161kg (354lb). Fuel capacity 17 litres (3.7gal). Dual seat – height 79cm (31in), indicators, mirror, cast wheels.

RD250LC: £1143. Sports bike, kickstarter. 247cc, watercooled two-stroke twin. Produces 36bhp @ 8500rpm. Disc front brake, drum rear. Weight 139kg (306lb). Fuel capacity 17 litres (3.7gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

XS250SE: £773. Custom bike, electric starter. 248cc, four-stroke twin, sohc. Produces 26bhp @ 8500rpm. Six speed gearbox. Disc front brake, drum rear. Weight 169kg (373lb). Fuel capacity 14 litres (3.1gal). Dual seat – height 77cm (30in), indicators, mirrors, cast wheels.

SR250SE: £673. Custom bike, electric starter. 239cc, four-stroke single, sohc. Produces 17bhp @ 7500rpm. Five speed gearbox. Drum brakes. Weight 121kg (267lb). Fuel capacity 11 litres (2.4gal). Dual seat – height 74cm (29in), indicators, mirrors.

XT250: £773. Trail bike, kickstarter. 249cc, four-stroke single, sohc. Produces 21bhp @ 8000rpm. Five speed gearbox. Drum brakes. Weight 113kg (249lb). Fuel capacity 8 litres (1.8gal). Dual seat – height 84cm (33in), indicators, mirror, bash-plate.

UNLIMITED

BENELLI

TKM Vehicle Services Ltd, PO Box 5, Coombe Valley Rd, Dover. Tel: 0304 213030.

354 SPORT: £1399. Roadster, electric starter. 346cc, four-stroke four, sohc. Produces 38bhp @ 10,200rpm. Five speed gearbox. Dual disc front brake, disc rear (linked system). Weight 168kg (371lb). Fuel capacity 15.5 litres (3.4gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

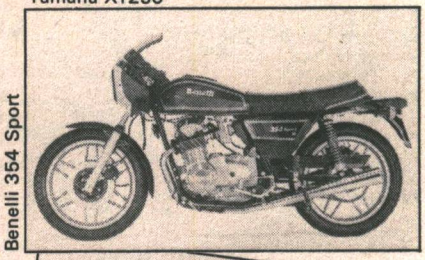
654 SPORT: £2153. Roadster, electric starter. 604cc, four-stroke four, sohc. Produces 60bhp @ 8700rpm. Five speed gearbox. Dual disc front brake, disc rear (linked system). Weight 182kg (399lb). Fuel capacity 15 litres (3.3gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

900: £3015. Roadster, electric starter. 906cc, four-stroke six, sohc. Produces 80bhp @ 8400rpm. Five speed gearbox, duplex rear

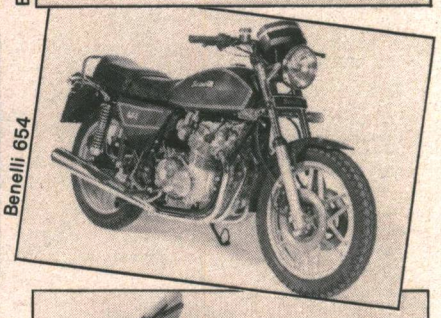
Vespa P200E

Yamaha XT250

Yamaha DT175MX


Benelli 354 Sport

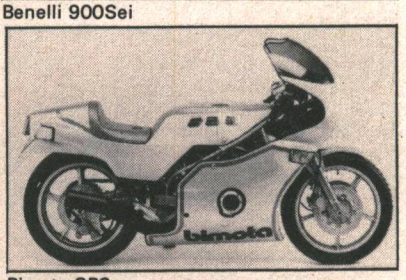
Yamaha RS200


Benelli 654

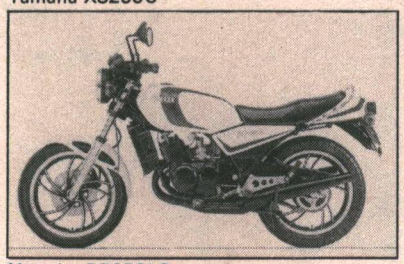
Yamaha RD200

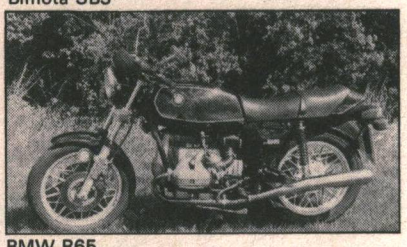
Benelli 900Sei

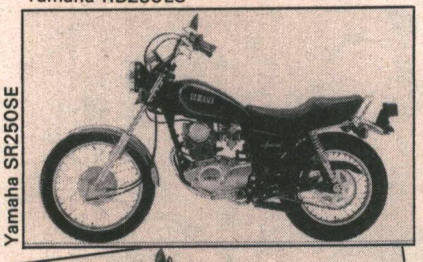
Yamaha XS250C

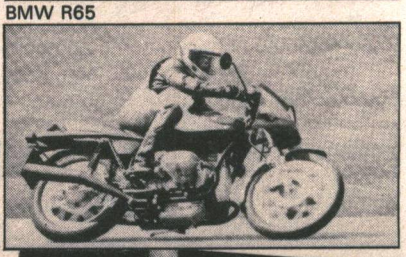


Bimota SB3


Yamaha RD250LC


BMW R65


Yamaha SR250SE


BMW R65LS

Yamaha XS250SE

BMW R80 G/S

W BIKES · NEW BIKES · NEW BIKES · NEW

chain. Dual disc front brake, disc rear (linked system). Weight 254kg (564lb). Fuel capacity 16.4 litres (3.6gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

BIMOTA

Dixon Racing Ltd, 1 High Street, Godalming, Surrey. Tel: 04868 28928.

SB3: £5316. Sports bike, electric starter. 997cc, four-stroke four, dohc. Produces 89bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 202kg (444lb). Fuel capacity 15 litres (3.3gal). Single seat, indicators, cast wheels, sports fairing, monoshock suspension.

HB2: £5644. Sports bike, electric starter. 901cc, four-stroke four, 16-valve dohc. Produces 91bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 199kg (441lb). Fuel capacity 22 litres (4.8gal). Single seat, indicators, alloy wheels, sports fairing, monoshock suspension.

BMW

Ellesfield Avenue, Bracknell, Berks. Tel: 0344 26565.

R45: £2055. Roadster, electric starter. 473cc four-stroke flat twin, pushrod ohv. Produces 35bhp @ 7250rpm. Five speed gearbox, shaft drive. Disc front brake, drum rear. Weight 185kg (408lb). Fuel capacity 22 litres (4.8gal). Dual seat – height 81cm (32in), indicators, mirrors.

R65: £2434. Roadster, electric starter. 650cc stroke flat twin, pushrod ohv. Produces 50bhp @ 7250rpm. Five speed gearbox, shaft drive. Disc front brake, drum rear. Weight 185kg (408lb). Fuel capacity 22 litres (4.8gal). Dual seat – height 81cm (32in), indicators, mirrors.

R65LS: £2539. Sports bike, electric starter. 650cc, four-stroke flat twin, pushrod ohv. Produces 50bhp @ 7250rpm. Five speed gearbox, shaft drive. Disc front brake, drum rear. Weight 185kg (408lb). Fuel capacity 22 litres (4.8gal). Dual seat – height 81cm (32in), indicators, mirrors, handlebar fairing.

R80G/S: £2570. Trail bike, electric starter. 798cc, four-stroke flat twin, pushrod ohv. Produces 50bhp @ 6500rpm. Five speed gearbox, shaft drive. Disc front brake, drum rear. Weight 173kg (381lb). Fuel capacity 19.5 litres (4.3gal). Dual seat – height 86cm (34in), indicators, mirrors.

R100: £2794. Roadster, electric starter. 980cc, four-stroke flat twin, pushrod ohv. Produces 67bhp @ 7000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 198kg (437lb). Fuel capacity 24 litres (5.3gal). Dual seat – height 82cm (32in), indicators, mirrors.

R100CS: £3085. Roadster, electric starter. 980cc, four-stroke flat twin, pushrod ohv. Produces 70bhp @ 7000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 200kg (441lb). Fuel capacity 24 litres (5.3gal). Dual seat – height 82cm (32in), indicators, mirrors, handlebar fairing, clock.

R100RT: £3879. Tourer, electric starter. 930cc, four-stroke flat twin, pushrod ohv. Produces 70bhp @ 7000rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 217kg (478lb). Fuel capacity 24 litres (5.3gal). Dual seat – height 82cm (32in), indicators, mirrors, full fairing, clock.

R100RS: £3879. Sports bike, electric starter. 980cc, four-stroke four, pushrod ohv. Produces 70bhp @ 7000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 210kg (463lb). Fuel capacity 24 litres (5.3gal). Dual seat – height 82cm (32in), indicators, mirrors, full fairing, clock.

CAGIVA

No concessionaires at time of writing. Spares and information from Leighton Miles Ltd, 17 Penpark Rd, Southmead, Bristol, Avon. Tel: 0272 793319.

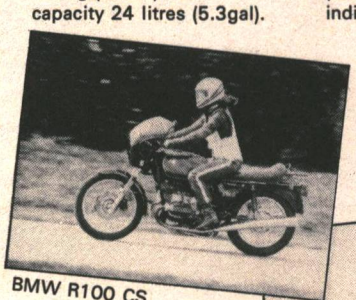
SST350: Price to be announced. Roadster, kickstarter. 341cc, two-stroke single. Five speed gearbox. Disc front brake, drum rear. Weight 129kg (283lb). Fuel capacity 15 litres (3.3gal). Dual seat – height 82cm (32in), indicators, cast wheels.

SX350: Price to be announced. Trail bike, kickstarter. 341cc, two-stroke single. Five speed gearbox. Drum brakes. Weight 128kg (281lb). Dual seat – height 86cm (34in), indicators, carrier.

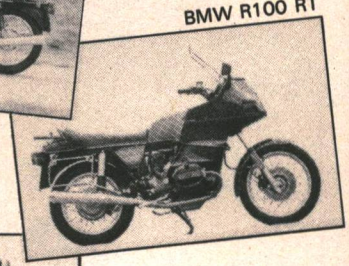
DUCATI

Ducati Concessionaires, 53-61 Park Street, Luton, Beds. Tel: 0582 410666.

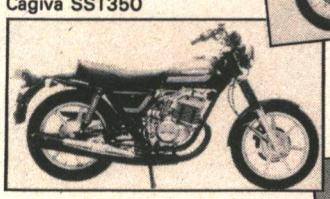
600SL PANTAH: £2799. Sports bike, electric starter. 583cc, four-stroke V-twin, sohc. Produces 58bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 188kg (414lb). Fuel capacity 18 litres (4gal). Single seat convertible to dual seat – height 82cm (32in), fairing, cast wheels, indicators. ▷



BMW R100 CS



BMW R100 RT



Cagiva SST350

Ducati 600SL Pantah

Cagiva SX350

reusch
KING OF GLOVES
MAIN DEALER
SPECIAL MODELS TO ORDER
R65 RT

Parts and service
KRAUSER
LUGGAGE
TONY'S
TWO WHEEL CENTRE
SANDY LANE,
PRESTATYN.
(07456) 3455

Ducati owners will find all their spares and accessories at Spares 'N' Repairs Watford.
Huge stocks at the right prices.
Tuning, Servicing, S/Hand Ducatis bought and sold.

Access VISA
SPARES 'N' REPAIRS
Tel: 0923 32748 for Spares & Accessories.
192 Queens Rd, Watford, Herts WD1 2NT
Tel: 0923 39384 for Bike Sales & Servicing.
52 Woodford Rd, Watford, Herts WD1 1PA

IKES · NEW BIKES · NEW BIKES · NEW BI

UNLIMITED

DUCATI

900 DARMAH: £2499. Roadster, electric starter. 863cc, four-stroke V-twin, sohc. Produces 65bhp @ 7500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 216kg (476lb). Fuel capacity 15 litres (3.3gal). Dual seat, indicators.

900SS: £2899. Sports bike, kickstarter. 863cc, four-stroke V-twin, sohc. Produces 70bhp @ 7500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 190kg (419lb). Fuel capacity 18 litres (4gal). Dual seat – height 82cm (32in), handlebar fairing, indicators.

MIKE HAILWOOD REPLICA: £3399. Sports bike, kickstarter. 863cc, four-stroke V-twin, sohc. Produces 72bhp @ 7500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 202kg (445lb). Fuel capacity 18 litres (4gal). Single seat convertible to dual seat – height 84cm (33in), indicators, full fairing, colour scheme is same as Hailwood's TT winning bike.

ENFIELD

Evesham Motorcycles, Unit 2, Hampton House Ind. Estate, School Rd, Hampton Evesham, Worcs. Tel: 0386 2937.

350 INDIA: £968. Roadster, kickstarter. 346cc, four-stroke single, pushrod. Produces 17bhp @ 5625rpm. Four speed gearbox. Drum brakes. Weight 163kg (359lb). Fuel capacity 14.5 litres (3.2gal). Dual seat – height 75cm (29in).

HARLEY-DAVIDSON

Harley-Davidson Concessionaires, 53-61 Park Street, Luton, Beds. Tel: 0582 410666.

XLH 1000 SPORTSTER: £3699. Roadster, electric starter. 1000cc, four-stroke V-twin, pushrod ohv. Four speed gearbox. Produces 60bhp @ 6000rpm. Dual disc front brake, disc rear. Weight 247kg (545lb). Fuel capacity 11.4 litres (2.5gal). Dual seat – height 74cm (29in), indicators, mirror.

XLS 1000 ROADSTER: £4039. Roadster, electric starter. 1000cc, four-stroke V-twin, pushrod ohv. Produces 60bhp @ 6000rpm. Four speed gearbox. Dual disc front brake, disc rear. Weight 249kg (550lb). Fuel capacity 13.6 litres (3gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels.

FXS LOW RIDER: £5099. Custom bike, electric starter. 1340cc , four-stroke V-twin, pushrod ohv. Produces 65bhp @ 5200rpm. Four speed gearbox. Dual disc front brake, disc rear. Fuel capacity 13.2 litres (2.9gal). Dual seat – height 68cm (27in), indicators, mirrors, cast wheels.

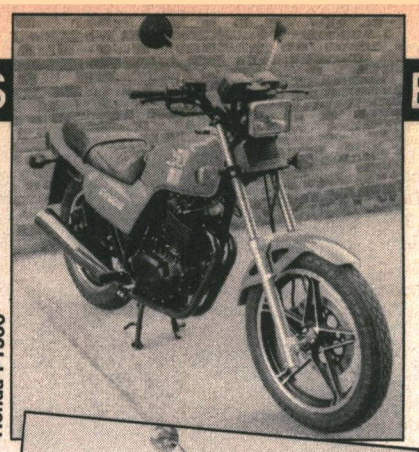
FXR SUPER GLIDE II: £4939. Roadster, electric starter. 1340cc, four-stroke V-twin, pushrod ohv. Produces 65bhp @ 5200rpm. Five speed gearbox. Dual disc front brake, disc rear. Fuel capacity 14.4 litres (3.2gal). Dual seat – height 75cm (29in), indicators, mirror. FXRS has cast wheels and a backrest, cost is £5249.

FXB STURGIS: £5259. Custom, electric starter. 1340cc four-stroke V-twin, pushrod ohv. Produces 65bhp @ 5200rpm. Four speed gearbox, belt drive. Dual disc front brake, disc rear. Fuel capacity 13.2 litres (2.9gal). Dual seat – height 68cm (27in), indicators, mirrors, cast wheels.

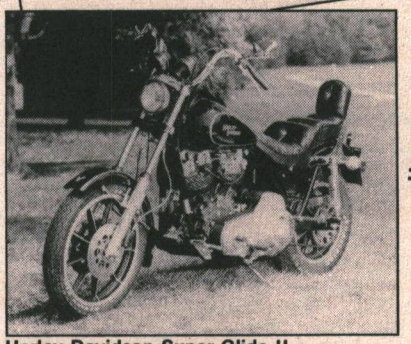
FLCH ELECTRA GLIDE CLASSIC: £5659. Tourer, electric starter. 1340cc, four-stroke V-twin, pushrod ohv. Produces 65bhp @ 5200rpm. Four speed gearbox, belt drive. Dual front disc brake, disc rear. Fuel capacity 19 litres (4.2gal). Dual seat – height 81cm (32in), indicators, mirrors, top box, panniers, crashbars, windscreen, spotlights, backrest.

FLTC TOUR GLIDE CLASSIC: £5999. Tourer, electric starter. 1340cc four-stroke V-twin, pushrod ohv. Produces 65bhp @ 5200rpm. Five speed gearbox. Dual disc front brake, disc rear. Fuel

Ducati 900SS and Hailwood

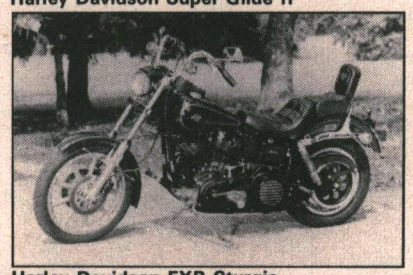


Honda FT500



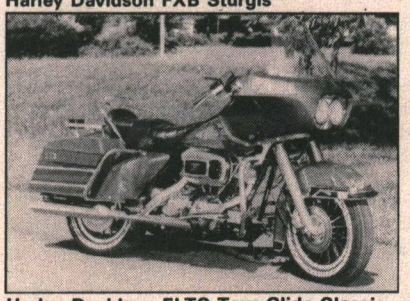
Harley Davidson Super Glide II

Honda CX500-B

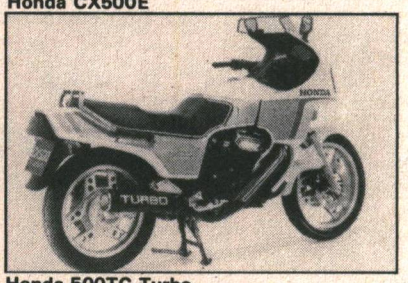


Harley Davidson FXB Sturgis

Honda CX500E



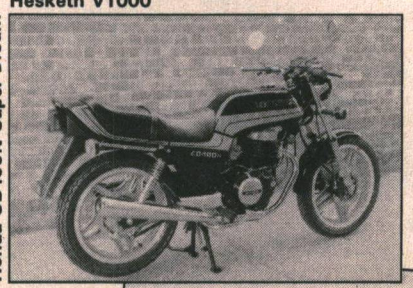
Harley Davidson FLTC Tour Glide Classic



Honda 500TC Turbo

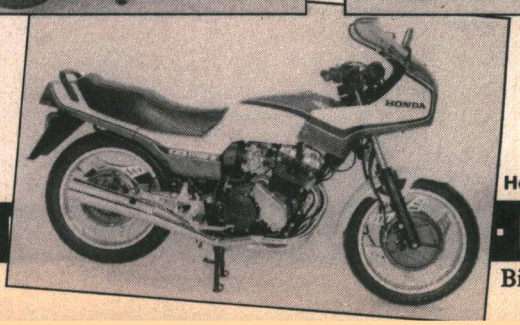
Hesketh V1000

Honda CX500C-B



Honda CB400N Super Dream

Honda GL500-D



Honda CBX550F2

capacity 19 litres (4.2gal). Dual seat – height 79cm (31in), anti-vibration engine mounts, windscreen, twin headlamps, crashbars, backrest, top box, panniers, indicators, mirror.

HESKETH

Hesketh Motorcycles Ltd, Unit 2/7, Broad March Rd, Broad March Ind. Estate, Daventry. Tel: 03272 5211.

V1000: £4995. Roadster, electric starter. 992cc, four-stroke V-twin,four-valve dohc. Produces 86bhp @ 6500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 228kg (506lb). Fuel capacity 25 litres (5.5gal). Dual seat – height 79cm (31in), indicators, mirrors, Astralite wheels, handlebar fairing. (Nickel-plated frame and swinging-arm £150 extra).

HONDA

Honda (UK) Ltd, Power Rd, Chiswick, London W4. Tel: 01995 9381.

CB400N SUPER DREAM: £1260. Roadster, electric starter. 395cc, four-stroke twin, six-valve sohc. Produces 43bhp @ 9500rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 171kg (381lb). Fuel capacity 14.1 litres (3.1gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres.

FT500: £1350. Roadster, electric starter. 498cc, four-stroke single, four-valve sohc. Produces 35bhp @ 6500rpm. Five speed gearbox. Disc brakes front and rear. Weight 157kg (345lb). Fuel capacity 13.2 litres (2.9gal). Dual seat – height 82cm (32in), indicators, mirrors, cast wheels, tubeless tyres.

CX500-B: £1494. Roadster, electric starter. 497cc, watercooled four-stroke V-twin, four-valve pushrod. Produces 50bhp @ 9000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 207kg (460lb). Fuel capacity 16.8 litres (3.7gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels tubeless tyres.

CX500E: £1770. Roadster, electric starter. 497cc, watercooled four-stroke V-twin, four-valve pushrod. Produces 50bhp @ 9000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 207kg (455lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres, handlebar fairing, monoshock suspension.

CX500TC TURBO: £3350. Sports bike, electric starter. 497cc, turbocharged, watercooled four-stroke V-twin, four-valve pushrod. Produces 82bhp @ 8000rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 237kg (537lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres, fairing, monoshock suspension.

CX500C: £1645. Custom bike, electric starter. 497cc, watercooled four-stroke V-twin, four-valve pushrod. Produces 50bhp @ 9000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 216kg (480lb). Fuel capacity 10.9 litres (2.4gal). Dual seat, indicators, mirrors, ComStar wheels, tubeless tyres.

GL500D SILVER WING: £1980. Tourer, electric starter. 497cc, watercooled four-stroke V-twin, four-valve pushrod. Produces 50bhp @ 9000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 222kg (488lb). Fuel capacity 18 litres (4gal). Dual seat – height 78cm (30in), indicators, mirrors, ComStar wheels, tubeless tyres, fairing, monoshock suspension.

XL500R: £1290. Trail bike, kickstarter. 498cc, four-stroke single, four-valve sohc. Produces 33bhp @ 6500rpm. Five speed gearbox. Drum brakes. Weight 135kg (297lb). Fuel capacity 10 litres (2.2gal). Dual seat – height 88cm (34in), indicators, mirrors, carrier, bash-plate, monoshock suspension.

CBX550F-C: £1720. (F2-C) £1870. Roadster, electric starter. 572cc. four-stroke four, 16-valve dohc. Produces 62bhp @ 10,000rpm. Six speed gearbox. Dual disc front brake, disc rear (concealed discs). Weight 184kg (405lb). Fuel capacity 17 litres (3.7gal). Dual seat – height 78cm (30in), indicators, mirrors, ComStar wheels, tubeless tyres, monoshock suspension, anti-dive forks.

CB650SC NIGHTHAWK: £1675. Custom bike, electric starter. 626cc, four-stroke four, sohc. Produces 63bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, drum rear. Weight 205kg (451lb). Fuel capacity 13.5 litres (3gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres.

CB750F: £2017. Roadster, electric starter. 748cc, four-stroke four-valve dohc. Produces 79bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 230kg (510lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres.

CB750F2: £2270. Roadster, electric starter. 748cc, four-stroke four, four-valve dohc. Produces 70bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 243kg (535lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 79cm (31in), indicators, mirrors, ComStar wheels, tubeless tyres, fairing.

VF750S: £2495. Roadster, electric starter. 749cc, watercooled four-stroke V-four, 17-valve dohc. Produces 79bhp @ 9500rpm. Six speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 220kg (485lb). Fuel capacity 18.2 litres (4gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels, tubeless tyres, monoshock suspension, anti-dive forks.

CB900F: £2450. Roadster, electric starter. 901cc, four-stroke four, 16-valve dohc. Produces 91bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 242kg (532lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 82cm (32in), indicators, mirrors, ComStar wheels, tubeless tyres, anti-dive forks.

CB900F2: £2695. Roadster, electric starter. 901cc, four-stroke four, 16-valve dohc. Produces 91bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 253kg (557lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 82cm (32in), indicators, mirrors, ComStar wheels, tubeless tyres, fairing, anti-dive forks.

CBX: £3495. Roadster, electric starter. 1048cc, four-stroke six, 24-valve ▷

SLOCOMBE'S

SALES SERVICE PARE PARTS

NEW MODELS
All colours from the R45 to the RS and RT1000.

COMPETITIVE FINANCE
Generous P/X allowances.

30 USED BMW'S NOW IN STOCK
from R45's at £995 to RS and RT's at £2950.

MOTO GUZZI

DUCATI

Sales and Service
Parts Dept. 450 5798

TRIUMPH SALES SERVICE PARE PARTS

All new models in stock.

Spare parts specialists

HONDA
Suzuki
YAMAHA

Sales and Service
At least seventy used bikes always in stock.

ACCESSORY DEPARTMENT

Clothing: Leathers, Helmets, Boots,
Rickman Service Centre
Fairings, Boxes, Racks,
Pay us a visit, we save you money in our re-modernised shop ask for Paul or John.
Parts Dept. and BMW Dept.
R.T. and RS fairings supplied and fitted
Krauser and BMW cases and BMW clothing,
Ask for Ray or Mike

WE ARE THE COMPLETE MOTOR CYCLE SERVICE

237-255 Neasden Lane, N.W.10
(Just off North Circular)
SALES: 450 8655. WORKSHOP: 450 7941
SPARES: 450 5798.
ACCESSORIES: 450 7085
Hours of Business: Mon, Tues, Wed, Friday, all Depts 9am-6pm. Saturday 9am-5.30pm. Spares and Accessories closed all day Thursday. Sales close 1pm Thursday.

UNLIMITED

HONDA

dohc. Produces 100bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 269kg (598lb). Fuel capacity 21.8 litres (4.8gal). Dual seat – height 82cm (32in), indicators, mirrors, ComStar wheels, tubeless tyres, fairing, crashbars, monoshock suspension, clock.

Z440A LTD: £999. Custom bike, electric starter. 443cc, four-stroke twin, sohc. Produces 40bhp @ 8500rpm. Six speed gearbox. Disc front brake, drum rear. Weight 170kg (374lb). Fuel capacity 11 litres (2.6gal). Dual seat – height 75cm (29in), indicators, mirrors, cast wheels, belt drive available as an option.

CB1100R: £4250. Sports bike, electric starter, 1062cc, four-stroke four, 16-valve dohc. Produces 120bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 233kg (513lb). Fuel capacity 26 litres (5.7gal). Single seat convertible to dual seat – height 80cm (31in), indicators, mirrors, ComStar wheels, sports fairing, anti-dive forks.

GL1100 GOLD WING: £2688. Tourer, electric starter. 1085cc, four-stroke flat four, sohc. Produces 85bhp. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 265kg (588lb). Fuel capacity 20 litres (4.4gal). Dual seat, indicators, mirrors, crashbars, ComStar wheels, tubeless tyres, voltmeter. **DELUXE:** £3190. Has fairing, panniers, King 'n' Queen seat.

JAWA-CZ

Skoda (GB) Ltd, Bergen Way, N Lynn Ind Estate, Kings Lynn, Norfolk. Tel: 0553 61176.

350DELUXE: £608. Roadster, electric starter. 348cc, two-stroke twin. Produces 28bhp. Four speed gearbox. Drum brakes. Weight 156kg (346lb). Fuel capacity 15.9 litres (3.5gal). Dual seat, indicators, fully enclosed chain. (Range of sidecars available).

KAWASAKI

748/749 Deal Avenue, Trading Estate, Slough. Tel:0753 38255.

Z400J: £1299. Roadster, electric starter. 399cc, four-stroke four, dohc. Produces 43bhp @ 9500rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 190kg (420lb). Fuel capacity 15 litres (3.3gal). Dual seat – height 79cm (30in), indicators, mirrors, cast wheels, tubeless tyres.

Z440H: £1169. Custom bike, electric starter. 443cc, four-stroke twin, sohc. Produces 40bhp @ 8500rpm. Six speed gearbox. Disc front brake, drum rear. Weight 165kg (365lb). Fuel capacity 15.9 litres (3.5gal). Dual seat – height 77cm (30in), indicators, mirrors, cast wheels.

Z550A: £1599. Roadster, electric starter. 553cc, four-stroke four, dohc. Produces 54bhp @ 8500rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 190kg (420lb). Fuel capacity 15 litres (3.3gal). Dual seat – height 80cm (31in), indicators, mirrors, cast wheels, tubeless tyres.

GPZ550H1: £1799. Sports bike, electric starter. 553cc, four-stroke four, dohc. Produces 61bhp @ 9500rpm. Six speed gearbox. Dual disc front brake, disc rear. Weight 192kg (424lb). Fuel capacity 18.2 litres (4gal). Dual seat – height 80cm (30in), indicators, mirrors, cast wheels, tubeless tyres. Headlamp fairing. monoshock suspension.

Z550C LTD: £1299. Custom bike, electric starter. 553cc, four-stroke four, dohc. Produces 54bhp @ 8500rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 197kg (435lb). Fuel capacity 12.2 litres (2.7gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels, tubeless tyres, king and queen seat.

Z650F3: £1749. Roadster, electric starter. 652cc, four-stroke four, dohc. Produces 67bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, drum rear. Weight 208kg (460lb). Fuel capacity 16.4 litres (3.6gal). Dual seat – height 82cm (32in), indicators, mirrors, cast wheels, tubeless tyres.

Z650SR: 1399. Custom bike, electric starter. 652cc, four-stroke four, dohc. Produces 62bhp @ 8000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 220kg (486lb). Fuel capacity 13.6 litres (3gal). Dual seat – height 79cm (30in), indicators, mirrors, cast wheels.

Z750: £1899. Roadster, electric starter. 738cc, four-stroke four, dohc. Produces 74bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 209kg (462lb). Fuel capacity 21 litres (4.6gal). Dual seat – height 80cm (31in), indicators, mirrors, cast wheels, tubeless tyres.

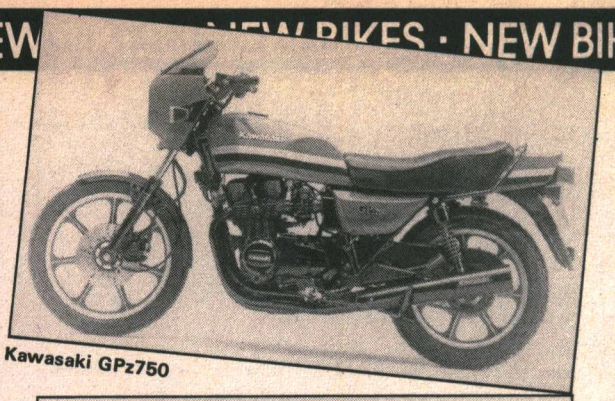
Z750GT (P1): £2079. Tourer, electric starter. 739cc, four-stroke four, dohc. Produces 78bhp @ 9500rpm. Five speed gearbox. Shaft drive. Dual disc front brake, disc rear. Weight 219kg (484lb). Fuel capacity 24 litres (5.3gal). Dual seat – height 82cm (32in), indicators, mirrors, cast wheels, tubeless tyres.

GPZ750: £2079. Sports bike, electric starter. 738cc, four-stroke four, dohc. Produces 80bhp @ 9500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 216kg (477lb). Fuel capacity 21.6 litres (4.75gal). Dual seat – height 81cm (31in), indicators, mirrors, cast wheels, tubeless tyres, handlebar fairing.

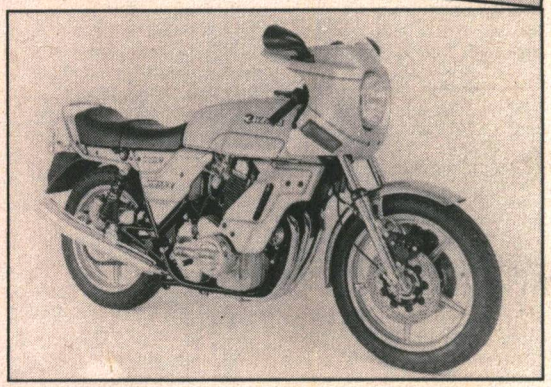
Z750 LTD: £1599. Custom bike, electric starter. 738cc, four-stroke four, dohc. Produces 74bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 210kg (464lb). Fuel capacity 12.2 litres (2.7gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels, tubeless tyres.

Z750 TWIN LTD: £1599. Custom bike, electric starter. 745cc, four-stroke twin, dohc. Produces 55bhp @ 7000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 208kg (460lb). Fuel capacity 10.4 litres (2.4gal). Dual seat – height 80cm (31in), indicators, mirrors, king and queen seat.

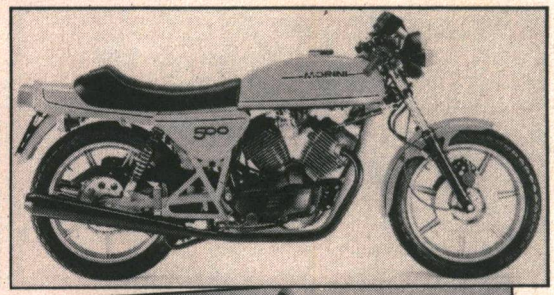
Z1000J: £2449. Roadster, electric starter. 998cc, four-stroke four, dohc. Produces



Kawasaki GPz750

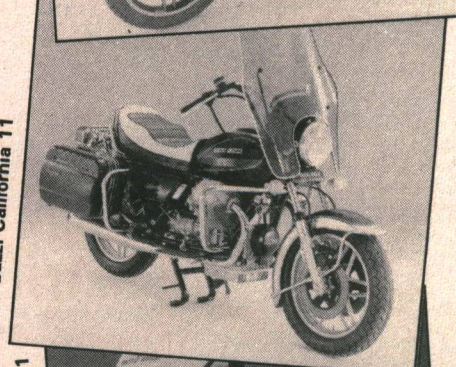


Laverda Mirage

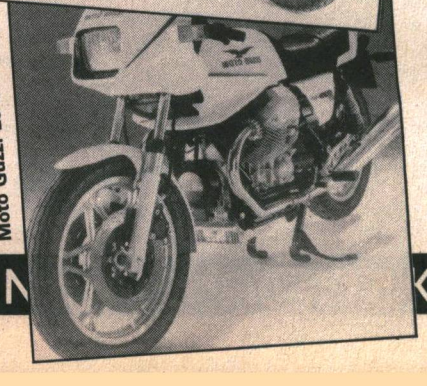


Morini 500 Maestro

Moto Guzzi V50 and Monza



Moto Guzzi California 11



Moto Guzzi Le Mans 111

102bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 229kg (505lb). Fuel capacity 21 litres (4.6gal). Dual seat – height 81cm (32in), indicators, mirrors, cast wheels, tubeless tyres.

Z1000 LTD: £1999. Custom bike, electric starter. 998cc, four-stroke four, dohc. Produces 92bhp @ 8000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 231kg (510lb). Fuel capacity 15 litres (3.3gal). Dual seat – height 80cm (31in), indicators, mirrors, cast wheels, tubeless tyres.

Z1100A1: £2399. **(A2)** £2449. Tourer, electric starter. 1089cc four-stroke, dohc. Produces 100bhp @ 8000rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 245kg (541lb). Fuel capacity 21.3 litres (4.7gal). Dual seat – height 80cm (31in), indicators, mirrors, cast wheels, tubeless tyres.

GPZ1100: £2699. Sports bike, electric starter. 1089cc, four-stroke four, dohc. Produces 109bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 235kg (519lb). Fuel capacity 20.9 litres (4.6gal). Dual seat – height 81cm (32in), indicators, mirrors, fuel injection, cast wheels, tubeless tyres, handlebar fairing.

Z1300: £3249. Tourer, electric starter. 1286cc, watercooled four-stroke six, dohc. Produces 120bhp @ 8000rpm. Five speed gearbox, shaft drive; Dual disc front brake, disc rear. Weight 296kg (653lb). Fuel capacity 26.8 litres (5.9gal). Dual seat – height 84cm (33in), indicators, mirrors, cast wheels, tubeless tyres.

LAVERDA

Laverda Concessionaires (UK) Ltd, Woolsbridge Industrial Estate, 6 Old Barn Farm, Road, Three Legged Cross, Wimborne, Dorset. Tel: 0202 824531/2/3.

MONJUIC: £2399. Sports bike, electric starter. 497cc, four-stroke twin, 8-valve dohc. Six speed gearbox. Dual disc front brake, disc rear. Weight 181kg (400lb). Fuel capacity 14 litres (3.1gal). Single seat, cast wheels, sports fairing.

JOTA: £2999. Sports bike, electric starter. 981cc, four-stroke triple, dohc. Five speed gearbox. Dual disc front brake, disc rear. Weight 233kg (513lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 84cm (33in), indicators, cast wheels, handlebar fairing.

JOTA 120: £3499. Sports bike, electric starter. 981cc, four-stroke triple, dohc. New engine with 120° crank throws and rubber mounts. Five speed gearbox. Dual disc front brake, disc rear. Weight 234kg (515lb). Fuel capacity 20 litres (4.4gal). Dual seat – height 82cm (32in), indicators, cast wheels, handlebar fairing.

MIRAGE: £2999. Tourer, electric starter. 1116cc, four-stroke triple, dohc. Five speed gearbox. Dual disc front brake, disc rear. Weight 245kg (539lb). Fuel capacity 19.5 litres (4.3gal). Dual seat – height 84cm (33in), indicators, mirrors, cast wheels, fairing.

MORINI

Harglo Ltd, 462 Station Road, Dorridge, Solihull. Tel: 05645 5835.

3½ STRADA: £1595. Roadster, electric starter. 344cc, four-stroke V-twin, pushrod. Produces 39bhp @ 8200rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 156kg (343lb). Fuel capacity 14 litres (3.1gal). Dual seat, indicators, cast wheels.

3½ SPORT: £1695. Sports bike, electric starter. 344cc, four-stroke V-twin, pushrod. Produces 42bhp @ 8500rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 156kg (343lb). Fuel capacity 14 litres (3.1gal). Dual seat, indicators, cast wheels.

500 MAESTRO: £1945. Roadster, electric starter. 479cc, four-stroke V-twin, pushrod. Produces 46bhp @ 7500rpm. Six speed gearbox. Dual disc front brake, disc rear. Weight 167kg (367lb). Fuel capacity 16 litres (3.5gal). Dual seat, indicators, cast wheels.

500 SAHARA: £2095. Trail bike, kickstarter. 479cc, four-stroke V-twin, pushrod. Produces 42bhp @ 7400rpm. Six speed gearbox. Drum brakes. Weight 137kg (301lb). Fuel capacity 13 litres (2.9gal). Dual seat, indicators.

MOTO GUZZI

Moto Guzzi Concessionaires Ltd, 53-61 Park Street, Luton, Beds. Tel: 0582 410666.

V50 III: £1599. Roadster, electric starter. 490cc, four-stroke V-twin, pushrod. Produces 47bhp @ 7500rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. (linked system). Weight 158kg (348lb). Fuel capacity 16 litres (3.5gal). Dual seat, indicators, cast wheels.

V50 MONZA: £1749. Sports bike, electric starter. 490cc, four-stroke V-twin, pushrod. Produces 48bhp @ 7600rpm. Five speed gearbox, shaft drive.Dual disc front brake, disc rear. (linked system). Weight 160kg (353lb). Fuel capacity 16 litres (3.5gal). Dual seat, indicators, cast wheels, handlebar fairing.

850-T4: £2479. Roadster, electric starter. 844cc, four-stroke V-twin, pushrod. Produces 68bhp @ 7000rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear (linked system). Weight 211kg (466lb). Fuel capacity 24 litres (5.3gal). Dual seat, indicators, mirrors, cast wheels, handlebar fairing, crashbars.

CALIFORNIA II: £2899. Tourer, electric starter. 948cc, four-stroke V-twin, pushrod. Five speed gearbox, shaft drive. Dual disc front brake, disc rear (linked system). Weight 250kg (551lb). Fuel capacity 25 litres (5.5gal). American style Buddy dual seat, indicators, carrier, panniers, cast wheels, crashbars, foot boards, windscreen.

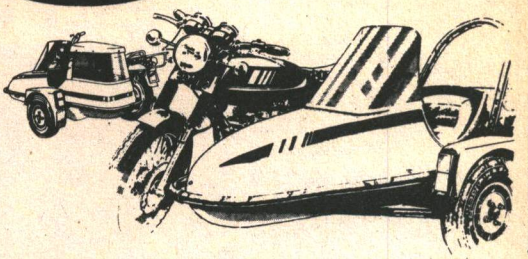
1000 SP: £2799. Tourer, electric starter. 948cc, four-stroke V-twin, pushrod. Five speed gearbox, shaft drive. Dual disc front brake, disc rear (linked system). Weight 210kg (460lb). Fuel capacity 24 litres (5.3gal). Dual seat, indicators, mirrors, cast wheels, full fairing, clock.

V-1000 CONVERT: £2499. Tourer, electric starter. 948cc, four-stroke V-twin, pushrod. Two speed gearbox driving through a torque converter. Dual disc front brake, disc rear (linked system). Weight 240kg (530lb). Fuel capacity 24 litres (5.3gal). Dual seat, indicators, panniers, cast wheels, crashbars, footboards, windscreen.

LE MANS III: £2899. Sports electric starter. 844cc, four-stroke V-twin, pushrod. Five speed gearbox. Dual disc front ▷

SIDECARS ARE BACK!

SQUIRE



More and more motorcyclists are turning to sidecars as a practical, economical and, above all, enjoyable method of transport. Squire pioneered the sidecar concept for modern motorcyles and continues to lead the field worldwide with its range of stylish and properly engineered models.

- Sidecars for most motorcycles 250cc – 1100cc, and scooters
- Modifications to the motorcycle not essential.
- Insurance discounts often available.
- Stability, weather protection and comfort all combined.

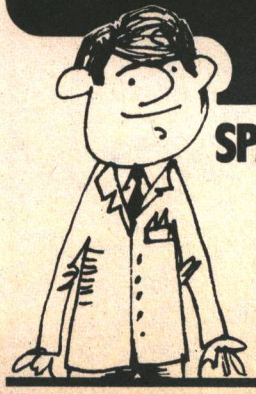
GOOD NEWS FOR LEARNERS –
You are not limited to 125cc, if you have a sidecar fitted. Any size of motorcycle is allowed and any passengers can be carried.

See your local dealer for details, or contact us for literature and prices.

SQUIRE

SQUIRE SIDECARS
Bidavon Industrial Estate, Bidford on Avon, Warwickshire
Tel: (0789) 772690

Moto Guzzi owners will find all their spares and accessories at Spares 'N' Repairs Watford.
Huge stocks at the right prices.
Tuning, Servicing, S/Hand Moto Guzzis bought and sold.



SPARES'N'REPAIRS
Tel: **0923 32748** for Spares & Accessories.
192 Queens Rd, Watford, Herts WD1 2NT
Tel: **0923 39384** for Bike Sales & Servicing.
52 Woodford Rd, Watford, Herts WD1 1PA

UNLIMITED

MOTO GUZZI

brake, disc rear (linked system). Weight 206kg (451lb). Fuel capacity 25 litres (5.5gal). Dual seat, indicators, cast wheels, handlebar fairing.

SUZUKI

Heron Suzuki GB Ltd., 46/62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: 0293 518000.

SP400: £699. Trail bike, kickstarter. 396cc, four-stroke single, two-valve sohc. Produces 25bhp @ 7500rpm. Five speed gearbox. Drum brakes. Weight 127kg (280lb). Dual seat, indicators, mirrors.

DR400S: £799. Trail bike, kickstarter. 396cc, four-stroke single, two-valve sohc. Produces 27bhp @ 7500rpm. Five speed gearbox. Drum brakes. Weight 131kg (287lb).Dual seat – height 81cm (32in), indicators, mirrors, bash-plate.

GN400: £649. Roadster, kickstarter. 396cc, four-stroke single, sohc. Produces 28bhp @ 7200rpm. Five speed gearbox. Disc front brake, drum rear. Weight 143kg (313lb). Dual seat – height 79cm (31in), indicators, mirrors.

GSX400EX: £1120. Roadster, electric starter. 399cc, four-stroke twin, four-valve dohc. Produces 42bhp @ 9000rpm. Six speed gearbox. Disc front brake, drum rear. Weight 175kg (385lb). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

GSX400T: £999. Custom bike, electric starter. 399cc, four-stroke twin, four-valve dohc. Produces 41bhp @ 9000rpm. Six speed gearbox. Disc front brake, drum rear. Weight 174kg (383lb). Dual seat – height 79cm (31in), indicators, mirrors.

GSX400F: £1279. Sports bike, electric starter. 399cc, four-stroke four, 16-valve dohc. Produces 42bhp @ 9500rpm. Six speed gearbox. Dual disc front brake, disc rear. Weight 181kg (399lb). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

GS550E £1519. **(EZ)** £1550. Roadster, electric starter. 549cc, four-stroke four, dohc. Produces 54bhp @ 9000rpm. Six speed gearbox. Dual disc front brake, disc rear. Weight 205kg (452lb). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

GS550M KATANA: £1565. Sports bike, electric starter. 549cc, four-stroke four, dohc. Produces 54bhp @ 9400rpm. Six speed gearbox. Dual disc front brake, disc rear. Weight 205kg (452lb). Dual seat – 79cm (31in), indicators, mirrors, cast wheels.

GS550L: £1250. Custom bike, electric starter. 549cc, four-stroke four, dohc. Produces 49bhp @ 9400rpm. Six speed gearbox. Dual disc front brake, disc rear. Weight 205kg (452lb). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

GS650GT: £1705. Roadster, electric starter. 673cc, four-stroke four, dohc. Produces 65bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 215kg (473lb). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

GS650G KATANA: £1705. Sports bike, electric starter. 673cc, four-stroke four, dohc. Five speed gearbox. Dual disc front brake, disc rear. Weight 218kg (479lb). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

GS850G: £1970. Tourer, electric starter. 843cc, four-stroke four, dohc. Produces 80bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 245kg (540lb). Dual seat – height 83cm (32in), indicators, mirrors, cast wheels, shaft drive.

GS1000ET: £2162. Roadster, electric starter. 997cc, four-stroke four, dohc. Produces 89bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 234kg (516lb). Dual seat – height 83cm (32in), indicators, mirrors, cast wheels.

GS1000G: £1899. Tourer, electric starter. 997cc, four-stroke four, dohc. Produces 90bhp @ 8500rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 255kg (562lb). Dual seat – height 83cm (32in), indicators, mirrors, cast wheels.

GSX1000SZ KATANA: £2675. Sports bike, electric starter. 998cc, four-stroke four, 16-valve dohc. Produces 108bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 232kg (511lb). Dual seat – height 76cm (30in), indicators, mirrors, cast wheels, handlebar fairing, anti-dive forks.

GSX1100EZ: £2699. **(EX)** £1999. Roadster, electric starter. 1075cc, four-stroke four, 16-valve dohc. Produces 100bhp @ 8700rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 243kg (536lb). Dual seat, indicators, mirrors, cast wheels.

GSX1100SZ KATANA: £2999. Sports bike, electric starter. 1075cc, four-stroke four, 16-valve dohc. Produces 111bhp @ 8500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 232kg (511lb). Dual seat – height 76cm (30in), indicators, mirrors, cast wheels, handlebar fairing, anti-dive forks.

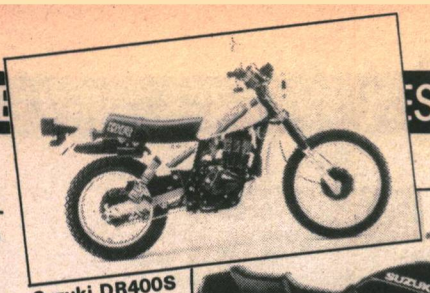
TRIUMPH

Meriden Works, Allesley, Coventry. Tel: 0676 22331.

TR6 THUNDERBIRD: £1875 (US spec £1899). Roadster, kickstarter. 649cc, four-stroke twin, pushrod. Produces 42bhp @ 6500rpm. Five speed gearbox. Disc front brake, drum rear. Weight 190kg (420lb). Fuel capacity 18.2 litres (4gal). Dual seat – height 79cm (31in), indicators.

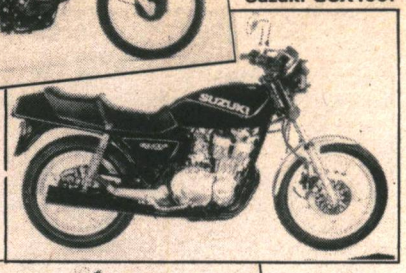
TR6T TIGER TRAIL: £1975. Trail bike, kickstarter. 649cc, four-stroke twin, pushrod. Produces 42bhp @ 6500rpm. Five speed gearbox. Disc front brake, drum rear. Weight 191kg (452lb).

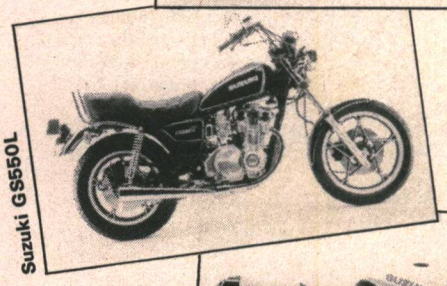
T140E BONNEVILLE: £2025 (US spec £2049). Roadster, kickstarter. 744cc, four-stroke twin, pushrod. Produces 42bhp @ 6500rpm. Five speed gearbox. Disc brakes front and rear. Weight 187kg (413lb). Fuel capacity 18.2



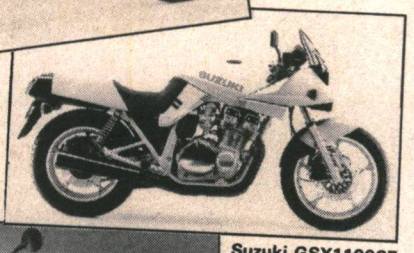
Suzuki DR400S

Suzuki GSX400F





Suzuki GS550L

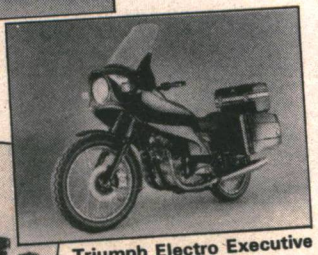


Suzuki GSX1100SZ

Triumph Thunderbird

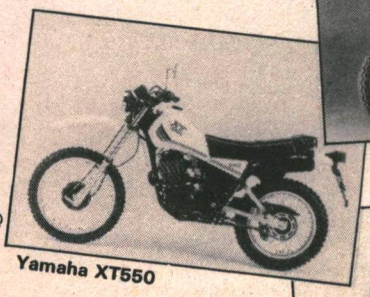
Triumph Tiger Trail

Triumph Bonneville



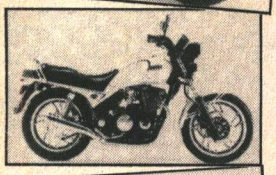
Triumph Electro Executive

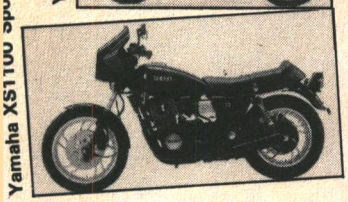
Yamaha XZ55



Yamaha XT550

Yamaha XJ650 Turbo


Yamaha XJ750


Yamaha XS1100 Sport

litres (4gal). Dual seat – height 80cm (31in), indicators, mirror.

T140E ELECTRO BONNEVILLE: £2075 (US spec £2099). Roadster, electric starter. 744cc, four-stroke twin, pushrod. Produces 49.5bhp @ 6500rpm. Five speed gearbox. Disc brakes front and rear. Weight 190kg (420lb). Fuel capacity 18.2 litres (4gal). Dual seat – height 80cm (31in), indicators, mirror, cast wheels.

T140E ELECTRO EXECUTIVE: £2449. Tourer, electric starter. 744cc, four-stroke twin, pushrod. Produces 49.5bhp @ 6500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 211kg (460lb). Fuel capacity 18.2 litres (4gal). Dual seat – height 80cm (31in), indicators, mirrors, top box, panniers, fairing.

TSS: £2399. Roadster, electric starter. 748cc, four-stroke twin, eight valve stroke twin, eight-valve pushrod. Produces 58bhp @ 6500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 191kg (422lb). Fuel capacity 18.2 litres (4gal). Dual seat – height 80cm (31in), indicators, mirror.

YAMAHA

Mitsui Machinery Sales (UK) Ltd, Oakcroft Rd, Chessington, Surrey. Tel: 01 397 5111.

RD350LC: £1299. Sports bike, kickstarter. 347cc, watercooled two-stroke twin. Produces 47bhp @ 850rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 143kg (315lb). Fuel capacity 17 litres (3.7gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

XS400SE: £823. Custom bike, electric starter. 391cc four-stroke twin, sohc. Produces 37bhp @ 9000rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 169kg (373lb). Fuel capacity 14 litres (3.1gal). Dual seat – height 77cm (30in), indicators, mirrors, cast wheels.

SR500: £1223. Roadster, kickstarter. 499cc, four-stroke twin, sohc. Produces 33bhp @ 6500rpm. Five speed gearbox. Disc front brake, drum rear. Weight 158kg (348lb). Fuel capacity 12 litres (2.6gal). Dual seat – height 81cm (32in), indicators, mirrors, cast wheels.

XT500: £1331. Trail bike, kickstarter. 499cc, four-stroke single, sohc. Produces 32bhp @ 6500rpm. Five speed gearbox. Drum brakes. Weight 139kg (306lb). Fuel capacity 8.5 litres (1.9gal). Dual seat – height 86cm (34in), indicators, mirror, bash-plate.

XT550: £1333. Trail bike, kickstarter. 558cc, four-stroke single, four-valve sohc. Produces 38bhp @ 6500rpm. Five speed gearbox. Drum brakes. Weight 130kg (287lb). Fuel capacity 11.4 litres (2.5gal). Dual seat – height 87cm (34in), indicators, mirror, bash-plate.

XJ550: £1663. Roadster, electric starter. 528cc, four-stroke four, eight-valve dohc. Produces 56bhp @ 9500rpm. Six speed gearbox. Dual disc front brake, drum rear. Weight 186kg (410lb). Fuel capacity 16 litres (3.5gal). Dual seat – height 79cm (31in), indicators, mirrors, cast wheels.

XZ550: £1813. Roadster, electric starter. 552cc, four-stroke V-twin, eight-valve dohc. Produces 64bhp @ 9500rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 196kg (432lb). Fuel capacity 17 litres (3.7gal). Dual seat – height 76cm (30in), indicators, mirrors, cast wheels.

XJ650: £1845. Roadster, electric starter. 653cc, four-stroke four, eight-valve dohc. Produces 73bhp @ 9000rpm. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 206kg (454lb). Fuel capacity 19.5 litres (4.4gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels.

XJ650 TURBO: Price to be announced. Roadster, electric starter. 653cc, four-stroke four, eight-valve dohc. Produces 85bhp. Five speed gearbox, shaft drive. Dual disc front brake, drum rear. Weight 225kg (496lb). Fuel capacity 18 litres (4gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels.

XJ750: £2025. Roadster, electric starter. 748cc, four-stroke four, eight-valve dohc. Produces 81bhp @ 9000rpm. Five speed gearbox. Dual disc front brake, drum rear. Weight 219kg (483lb). Fuel capacity 19 litres (4.2gal). Dual seat – height 78cm (30in), indicators, mirrors, cast wheels, anti-dive forks.

XS750SE: £1953. Custom bike, electric starter. 747cc, four-stroke triple, six-valve dohc. Produces 68bhp @ 8000rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 236kg (520lb). Fuel capacity 17 litres (3.7gal). Dual seat – height 82cm (32in), indicators, mirrors, cast wheels.

XV750SE: £1945. Custom bike, electric starter. 748cc, four-stroke V-twin, eight-valve sohc. Produces 61bhp @ 7000rpm. Five speed gearbox, shaft drive. Disc front brake, drum rear. Weight 212kg (467lb). Fuel capacity 12 litres (2.6gal). Dual seat – height 75cm (29in), indicators, mirrors, cast wheels.

XS850: £1991. Roadster, electric starter. 826cc, four-stroke triple, six-valve dohc. Produces 79bhp @ 8500rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 236kg (520lb). Fuel capacity 24 litres (5.8gal). Dual seat – height 82cm (32in), indicators, mirrors, cast wheels.

TR1: £2025. Roadster, electric starter. 981cc, four-stroke V-twin, eight-valve sohc. Produces 70bhp @ 6500rpm. Five speed gearbox. Dual disc front brake, disc rear. Weight 220kg (485lb). Fuel capacity 19 litres (4.2gal). Dual seat – height 77cm (30in), indicators, mirrors, cast wheels, fully-enclosed chain.

XS1100 SPORT: £2625. Roadster, electric starter. 1101cc, four-stroke four, eight-valve dohc. Produces 95bhp @ 8500rpm. Five speed gearbox, shaft drive. Dual disc front brake, disc rear. Weight 252kg (556lb). Fuel capacity 15 litres (3.3gal). Dual seat – height 80cm (31in), indicators, mirrors, cast wheels.

GLA

01-947 6161

LOWEST PRICES IN ENGLAND?

C70ZZ	£349
C90ZZ	£389
H100A	£429
CB100N	£479
XL100SB	£529
CD125T New Model	**£639**
CG125C	£499
XL125RC New Model	£689
XL185SB	£649
CD200TB	£659
CB250RDC Elec. Start	£779
CL250SL New Model	£819
XL250RC New Model	**£889**
CB400NC	£1099
GL500 Silver Wing New Model	£1649
FT500C New Model	£1199
FT500RC New Model	£1149
CX500EC New Model	£1499
VF750FC New Model	£2199
CB750F2C	£1929
CB900FC	£2059
CB900F2B	£2799
CBXB	£2799
GL1100DXB	£2599

OUR PRICES ARE ON THE ROAD WITH NO HIDDEN EXTRAS

YOUR SPECIALIST HONDA DEALER WITH FULL SPARES AND SERVICE FACILITIES

528-536 GARRATT LANE
TOOTING, LONDON SW17 0NY.

★★★★★ 5 STAR SERVICE

HOURS OF BUSINESS
SALES: MON-SAT 9am-6pm
SERVICE: MON-FRI 9.30am-5.30pm
SERVICE LUNCH: 1-2pm.

THE NEXT FEW PAGES CONTAIN A GUIDE TO THE SECOND-hand value of (hopefully) just about every road bike that's been built in the last five years. Values quoted are roughly what you can expect to pay or get privately for a good condition, average mileage bike that needs nothing doing to it to make it roadworthy.

The trouble with any guide of this type is that it can at best be only that – a guide. A quick glance down the used bike columns of one of the weekly mags shows huge variation in the prices being asked for apparently similar bikes.

Many people we spoke to said, especially about more exotic bikes, that value is far more dependent on condition than on year of manufacture. So just because your bike is listed at a certain price it doesn't mean it's worth that much to anyone else, okay?

There are a number of factors which affect a machine's value, apart from its condition. Mileage is important, not only from new but mileage since, for example, engine reconditioning or other mods were carried out. Average mileage for a biggish bike varies from 40,000 or 50,000 miles for a '77 model to around 5,000 or 10,000 for a year-old machine; a typical five-year-old 125 has probably covered around 20,000 miles, an '81 model only a few thousand.

Extras like a rack, top-box, crash-bars and better tyres or shocks can make a bike worth more, though generally not by very much. And there are other influences on the price you reach, such as how urgently you need to buy or sell.

BATAVUS

	77	78	79	80	81
Go-Go, Compact	50	70	-	-	-
Starglo, HS50	50	70	90	120	150
Pronto	-	-	120	140	170
MK4S	120	-	-	-	-

BENELLI

	77	78	79	80	81
GZ, Motorella	50	60	70	80	100
50 Cross	80	90	110	150	180
125 Roadster/Turismo	120	140	170	200	250
125 Cross/Enduro	150	180	210	250	300
125 2C	200	240	280	330	400
250 2C	200	230	270	310	350
254	-	-	500	550	600
354 Sport	-	-	550	600	700
504 Sport	-	-	700	750	850
654	-	-	750	800	950
750-6	800	900	1000	-	-
900-6	-	-	1000	1200	1400

BETA

	77	78	79	80	81
Compact	-	-	120	140	170
CR4/MX4S	120	140	170	210	250
125TS Sport	-	-	-	500	600

BMW

	77	78	79	80	81
R45	-	-	1100	1350	1600
R60/7*	1050	1150	-	-	-
R65	-	-	1200	1450	1850
R75/7*	1200	-	-	-	-
R80/7	-	1200	1350	1500	-
R80G/S	-	-	-	-	1700
R100/7	1150	1250	1400	1550	-
R100T	-	-	1400	1650	-
R100	-	-	-	-	1800
R100S	1200	1400	1700	1900	-
R100CS	-	-	-	-	2400
R100RS	1500	1700	1800	2100	2600†
R100RT	-	-	2000	2300	2800†

*Price almost entirely dependent on condition and mileage.
† Anything from £2000 to £3000.

BSA

	77	78	79	80	81
Easy-Rider	70	90	110	130	160
Beaver, Brigand	-	-	170	220	270
125 Tracker	-	-	340	400	480
175 Tracker	-	-	360	420	500

CAGIVA

	77	78	79	80	81
SS/SST 125	200	250	320	400	500
SXT 125	200	250	320	380	450
SS, SX 175	200	250	320	400	-
SST 250	300	350	400	450	550
SX 250	300	350	400	430	-
SST, SX350	-	-	500	600	700

These bikes were sold as Harley-Davidsons before 1979.

CASAL

	77	78	79	80	81
S2	80	-	-	-	-
Boss	100	-	-	-	-
SS4, ST50, Phantom 5	120	-	-	-	-
K 270	120	150	-	-	-

COSSACK

	77	78	79	80	81
175 Courier	80	110	-	-	-
350 J	100	130	-	-	-
650 D	200	250	-	-	-

Various mopeds – Olimpica, Tricampeona, GT4 – last imported in 1977. Prices up to £100.

CZ

	77	78	79	80	81
125 Roadster	110	140	-	-	-
175 Roadster, 175 Trail	120	150	-	-	-
250 Twin	150	180	220	260	300
250 Custom	-	230	270	320	360
250 Single	-	-	-	-	270

DUCATI

	77	78	79	80	81
Pantah 500	-	-	-	1600	1800
Pantah 600	-	-	-	-	2300
GT860	700	-	-	-	-

77 78 79 80 81

77 78 79 80 81

ECONDHAND PRICES · SECONDHAND PRICES · SECONDHAND PRICES · S

	77	78	79	80	81
GTS900	800	850	900	1000	-
Darmah	-	1200	1300	1450	1550
Darmah Sport,					
Darmah SS	-	1300	1400	1500	1600
900SS	1100	1250	1450	1650	1800
Hailwood Replica	-	-	-	2000	2300

FANTIC

Roma	80	-	-	-	-
Gran Turismo	150	-	-	-	-
Caballero	150	180	230	270	320
Issimo	-	120	140	170	200
Issimo Convert	-	-	170	200	250

GARELLI

M3, Bimatic, Concorde	90	110	140	180	270
Katia, Eureka Flex	70	90	120	150	180
Eureka Matic	-	-	130	160	200
Record, Cross	120	130	-	-	-

GILERA

50 Tourer, 50 Trials	100	-	-	-	-
Sports Touring Moped	120	-	-	-	-
RE	-	-	110	140	-
RS, CBA	-	-	150	170	200
Trials E Type	100	120	140	170	200
Enduro	120	150	180	220	260
TG1 125	-	200	240	290	350

HARLEY-DAVIDSON

XLH Sportster	1800	1900	2100	2300	2600
FXE Superglide	2300	2400	2500	2800	3200
FXEF Fatbob	-	-	2500	2800	3200
FXS Low Rider	-	2500	2800	3100	3500
XLS Roadster	-	-	2400	2600	3000
XWG Wide Glide	-	-	-	-	3500
FLH Electra Glide	2300	2500	2800	3200	3500
FLHC Electra Glide					
Classic	-	-	2900	3300	3600
FLT Tour Glide	-	-	-	3400	3700
FLTC Tour Glide					
Classic	-	-	-	-	3800

HONDA

NC50 Express	-	100	110	130	150
NC50 Express Deluxe	-	-	-	150	180
NS50 Melody,					
NX50 Caren	-	-	-	-	200
NS50 Melody Deluxe,					
NX50 Caren Deluxe	-	-	-	-	220
CB50J	-	150	180	220	280
PF50	80	100	-	-	-

	77	78	79	80	81
PA50 Camino	80	90	110	130	150
PC50	70	-	-	-	-
C50	100	120	160	200	250
SS50	150	-	-	-	-
MB50, MT50	-	-	-	250	300
NF75	-	180	200	230	270
C70, ST70, CF70	120	140	170	220	260
C90	160	190	230	270	320
CB100	-	260	300	340	400
H100	-	-	-	320	350
XL100	-	-	300	340	400
CB125J	220	260	-	-	-
XL125	250	300	370	450	530
CB125T	250	290	340	400	460
CG125	200	250	300	350	400
CD175/185	180	240	320	-	-
CD200	-	-	300	370	450
XL185	-	260	300	370	450
CB200, CB250T	250	300	-	-	-
CB250N	-	440	480	520	560
CB250RS	-	-	-	500	550
CJ250, CJ360	350	-	-	-	-
XL250	300	350	410	470	550
CB400T	430	480	-	-	-
CB400N	-	550	620	700	800
CB400AT	-	350	400	450	500
CB400F	500	600	650	-	-
CX500	-	620	720	850	1000
CX500C	-	-	-	-	950
CB500T	350	400	-	-	-
XL500	-	-	600	700	800
CB550F, K3	500	550	650	750	-
CB650	-	-	600	700	850
CB750F	700	800	900	-	-
CB750K7/KZ	650	750	850	950	1050
CB900	-	-	1100	1250	1400
CBX1000	-	-	1400	1450	1600
GL1000	900	1000	1200	1500	-
GL1100	-	-	-	1600	1800
CB1100R	-	-	-	-	2800

JAWA

Barbetta/Freewheeler	50	60	80	100	130
Mustang	-	-	-	130	150
350	180	230	280	330	400
350 Javelin/Velorex					
(combination)	300	340	400	480	580
350 Javelin/Velorex					
Super (combination)	-	420	480	560	650
350 Tradesman					
(combination)	350	400	460	520	600
350 Shadow (combin)	-	500	580	680	800

77 78 79 80 81 77 78 79 80 81

KAWASAKI

	77	78	79	80	81
AR50, AE50	-	-	-	-	350
AR80, AE80	-	-	-	-	400
KM90	160	200	240	-	-
KH100	200	230	260	300	350
KE100	-	220	240	280	320
KM100	-	-	-	280	320
KC100	-	-	220	250	300
KH125, KE125	200	250	300	350	400
KE175,	250	300	350	400	450
Z200	200	250	300	350	400
Z250C2, Z250G	-	-	-	440	500
Z250/Z250A	-	-	450	520	600
KH250	250	300	350	400	480
KL250	-	320	370	420	500
Z400	350	400	460	530	650
Z400J	-	-	-	800	900
KH400	300	360	420	500	-
Z440C	-	-	-	600	700
Z500/Z550	-	-	850	980	1150
Z550 Ltd	-	-	-	950	1100
Z550GP	-	-	-	-	1300
Z650	600	700	800	900	1050
Z650C	650	750	850	1000	-
Z650SR	-	-	900	1000	1100
Z650F	-	-	-	1000	1150
Z750 (Twin)	350	450	550	650	-
Z750E, Z750 Ltd	-	-	-	1150	1200
Z1000/Z1000 Mk2	900	1000	1150	1300	1500
Z1000H	-	-	-	1450	1550
Z1000J	-	-	-	-	1700
Z1000 Ltd	-	-	-	-	1550
Z1000ST	-	-	1300	1400	1500
Z1100A	-	-	-	-	1600
Z1100GP	-	-	-	-	1800
Z1300	-	-	1700	1800	2100

LAMBRETTA

	77	78	79	80	81
150 Special	130	160	-	-	-
GP150	200	250	310	370	450
GP200	250	300	360	420	500

LAVERDA

	77	78	79	80	81
175Z	-	400	500	-	-
Alpino	-	700	850	1000	1150
Montjuic	-	-	1250	1400	1650
GTL	550	-	-	-	-
SF3	700	-	-	-	-
3CL/Jarama	1000	1150	1300	1450	1600
Jota	1350	1500	1650	1850	2100
1200	1050	1200	1350	1500	1650
Mirage	1300	1450	1600	1800	2000

MALAGUTI

	77	78	79	80	81
Mon Ami	80	100	120	150	180
Olimpique Sports	100	-	-	-	-
Monte	100	120	-	-	-
Motorik	-	60	80	110	140

MORINI

	77	78	79	80	81
250V	-	-	-	800	900
350 Strada	550	650	750	850	1000
350 Sport	600	700	800	900	1100
500 Maestro	-	850	1000	1100	1250

MOTOBECANE

	77	78	79	80	81
40 TS/TSL	70	80	100	120	-
40VS	70	80	100	-	-
50VS	80	100	-	-	-
Duamatic AV50/VLCB	80	100	130	170	-
Luxamatic	100	130	160	200	250
7TL	-	-	-	120	140
7SP	-	-	-	140	160

MOTO GUZZI

	77	78	79	80	81
V50	-	-	850	950	1050
V50 Monza	-	-	-	-	1250
T3	850	1000	1100	1200	1500
T3 California	950	1100	1200	1300	1600
T4	-	-	-	-	1800
Le Mans	1150	1250	1450	1600	1850
Spada	1000	1150	1300	1450	1700
V1000 Convert	1000	1150	1300	1400	1650
V1000G5	-	-	-	1450	1700

MZ

	77	78	79	80	81
S50B/1	-	80	100	120	150
TS125 Alpine	90	120	150	180	220
TS150 Sports	80	100	130	170	200
TS250/1 Supa Five	180	220	260	300	350

NEVAL

	77	78	79	80	81
125 Electronic	-	120	140	170	200

NORTON

	77	78	79	80	81
Commando Mk3	900	-	-	-	-

PUCH

	77	78	79	80	81
Maxi N	70	90	110	130	150
Maxi S/SW, SKA, Super D/DK	80	100	130	160	200
Maxi Sport	90	120	150	-	-
Maxi Automatic	-	120	150	180	220
Maxi Zippy	-	-	130	150	180

77 78 79 80 81 77 78 79 80 81

SUZUKI

	77	78	79	80	81
A50	130	160	200	-	-
AP50	200	-	-	-	-
GT50	-	150	200	-	-
FZ50 Suzy	-	-	140	170	200
ZR50	-	-	200	240	280
TS50	-	-	220	260	300
FR80	120	140	170	210	240
A100	150	180	220	260	300
GP100	-	200	250	300	350
TS100	200	250	300	350	400
B120	120	-	-	-	-
RV125	200	250	-	-	-
GP125	-	220	260	300	350
GT125, TS125	220	300	350	420	500
GT185	200	250	300	-	-
TS185	200	250	300	360	430
SB200	-	-	250	300	350
GT200/GT200X5	-	-	270	320	370
GT250	200	250	-	-	-
GT250X7	-	340	370	400	460
GS250T	-	-	-	400	460
TS250	200	250	300	350	400
GSX250	-	-	-	480	550
GSX400	-	-	-	550	620
SP370	-	360	420	480	-
SP400	-	-	-	500	550
DR400	-	-	-	560	650
GT380	250	280	310	350	-
GS400/GS425	360	420	480	550	-
GS450	-	-	-	640	740
GT500	350	-	-	-	-
RE5	650	-	-	-	-
GT550	380	-	-	-	-
GS550	550	650	750	850	950
GS550L	-	-	-	950	1050
GS550M	-	-	-	-	1050
GT750	500	550	-	-	-
GS750	650	700	750	800	-
GSX750	-	-	750	900	1100
GS850	-	-	800	1000	1200
GS1000	-	1050	1100	1200	1350
GS1000S	-	1100	1200	1300	1430
GS1000G	-	-	-	1250	1400
GSX1100	-	-	1300	1400	1500

TRIUMPH

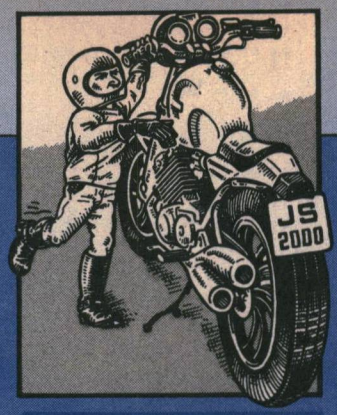
	77	78	79	80	81
Tiger TR7	700	740	820	1000	1150
Bonneville T140	740	820	900	1100	1250
Bonneville T140D	-	-	1000	1200	-
Trident T160	1300	-	-	-	-

VESPA

	77	78	79	80	81
Ciao Super Comfort	80	100	120	140	160
50 Special	-	180	220	260	320
Bravo	-	100	120	140	160
90 Scooter	130	160	200	-	-
100 Scooter	-	-	240	280	340
125 Primavera	150	180	220	-	-
P125X	-	270	320	370	450
P150X	-	280	330	390	470
200 Rally/P200E	250	300	360	420	520

YAMAHA

	77	78	79	80	81
FS1E/FS1M	200	170	200	240	280
TY50	200	170	200	250	300
RD50, DT50	-	170	220	270	320
RD50MX, DT50MX					350
V50	100	120	150	180	220
SA50	-	-	-	160	200
MA50	-	-	-	-	180
LC50	-	-	-	-	200
V80	-	-	180	210	250
V90	160	190	220	-	-
YB100	160	190	250	280	320
RS100	190	220	250	300	350
DT100	200	240	280	330	380
RS125	200	250	300	350	400
RD125	300	350	400	470	500
DT125	250	300	360	420	490
DT175	250	300	370	440	520
RD200	250	300	350	400	450
RS200	-	-	300	350	400
XS250	250	300	360	420	500
XS250SE	-	-	-	520	600
RD250	320	370	420	480	550
RD250LC	-	-	-	650	750
SR250	-	-	-	-	530
DT250	250	300	370	450	550
RD350LC	-	-	-	800	900
XS400	-	400	500	-	-
RD400, XS500	300	360	430	500	600
SR500	-	450	520	580	680
XT500	450	520	600	-	-
XJ550	-	-	-	-	1100
XJ650	-	-	-	-	1200
XS650	350	450	550	650	750
XS650SE	-	-	700	800	900
XS750/XS750SE	600	650	720	850	1000
XV750	-	-	-	-	1250
XS850	-	-	-	1000	1150
TR1	-	-	-	-	1400
XS1100	-	1000	1100	1250	1400



BIG BIKES

CHANGING UP FOR SOMETHING BIGGER!

ANYONE WHO TACKLES LONG-DISTANCE TOURING (or any journey over a few miles) knows that the bigger the bike the better; 250cc is the minimum capacity for anything but close-range commuting. Here we take a look at three options: a touring 650cc BMW, the 'practical' MZ250s and something a little, er, more exotic, the racer-styled Yamaha RD350LC. John Williams, Neil Murray and Tom Stewart report . . .

BMW R65

Second time around biking

MY FIRST BIKING STINT BACK IN the late '60s came to a dramatic halt when the entrails of the Tiger 100 I owned made a successful bid for freedom through the crankcase and cylinder barrels.

It was my own fault; I'd held the throttle hard against the stop for the previous three miles of dual carriageway, with the spindly Smiths speedometer needle hovering over the magic 100mph mark. Exhilaration changed to deflation as the elderly 500cc Triumph twin protested in the strongest possible terms. Completely totalled.

A next morning post mortem stripdown revealed that just about everything was destroyed. I forget how much a new engine was going to cost, but it was certainly a lot more than I could afford on my apprentice's pittance.

My parents seized the opportunity to get me away from 'those dangerous motorbikes' by offering to buy me a 'nice, safe' Minivan. Blackmailed, I reluctantly agreed.

My passion for bikes remained strong throughout the '70s, but family life dictated a car (no, I wouldn't consider a sidecar outfit). So I remained on four wheels until I took a new job with a company car.

This was my big chance to get back into biking. I sold the family hack, begged the loan of a grand from Nat West and waved 2300 of the green folding things under my local BMW dealer's nose. A few days later I rode away on a brand new R65.

The actual retail price should have been £2,434, but the lure of cash in hand helped persuade the dealer to give me discount, tax the bike and throw in some clothing.

Why a BMW? And why an R65? Well, I'd long desired one since seeing the host of German-reg Beemers on the Douglas, Isle of Man, prom during the '60s TT races. Those bikes had obviously covered long distances to get there, yet apart from being travel stained they looked none-the-worse for it.

Subsequent models I've viewed at shows and showrooms have always seemed well engineered. And magazine test reports have confirmed the marque's longevity and long-distance cruisability – which I want from a bike. Could it be more than accident that many biking journalists planning really long trips seem to coincide them with a BMW test?

Cost dictated my choice of the R65. I'd have liked a bigger model, but three grand plus was out of the question.

I didn't consider the gutless R45, but the next model in the range, the R65 had received what they call 'a good press'. Peter Watson proclaimed it 'an excellent all-round working bike' in the January '82 issue of Bike.

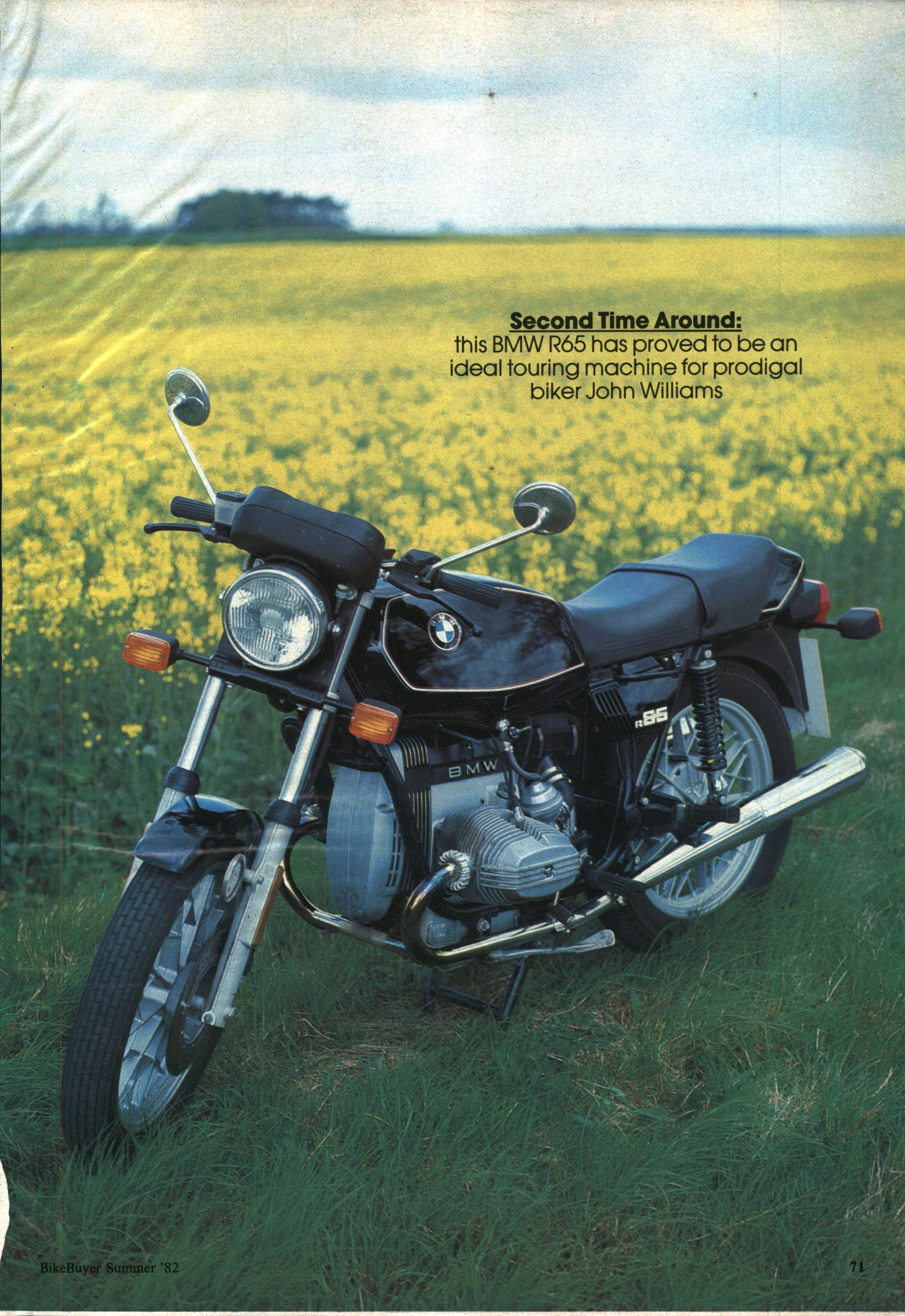
The 650cc flat-twin's 50bhp power output may not seem too impressive these days when Japanese megabikes are zapping out over twice that figure. But the R65 has a near 110mph top speed and the ability to cruise all day at an indicated 80mph. Good enough for me.

I've ridden a few bikes since the demise of my Triumph, but I must confess that things felt a bit strange as I rode away from the showroom for the first time.

Vulnerability; the contrast from being strapped in a fairly protective tin box to sitting out there exposed to the elements, juggernauts and apparently myopic car drivers certainly concentrated my mind on what was happening around. Defensive riding became the priority.

P'raps all car drivers should have a compulsory biking session every year; could see things differently before they pulled out in front of and cut-up two-wheelers in future. Maybe.

I soon adopted the policy of riding everywhere with my headlamp on. Didn't stop a couple of morons attempting to broadside me in separate incidents, though. One good thing about being out there on a bike is that you can leave them in no doubt



Second Time Around:
this BMW R65 has proved to be an ideal touring machine for prodigal biker John Williams

Some tyre manufacturers obviously think that your back wheel is the same as your front wheel. And they expect you to whack the same tyres on both wheels.

But Dunlop K181s are specifically designed for each wheel: a ribbed front tyre and a block pattern rear.

And they'll outgrip and outperform anything else on the tarmac. Which is good news for those of us who aren't all that kinky for gravel rash.

A legend in its own lifetime.

In the days when only bikers wore black leather jackets, when the North Circular throbbed with British Iron and a mug of tea at the Ace Caff cost 6d, everyone rode on Dunlop TT100s.

Times change and so did TT100s. Dunlop refined

se you don't have two front wheels.

and improved them, and finally rechristened them as K181s, putting more rubber on the road to cope with the increased bhp of the latest bikes, giving you more stability and steering control.

K181s are H-rated for just about every road bike from 250cc to 750cc. The really big boys can get K181 "Qualifiers", V-rated for 750cc's and over with 16"/17"/18" rear wheels.

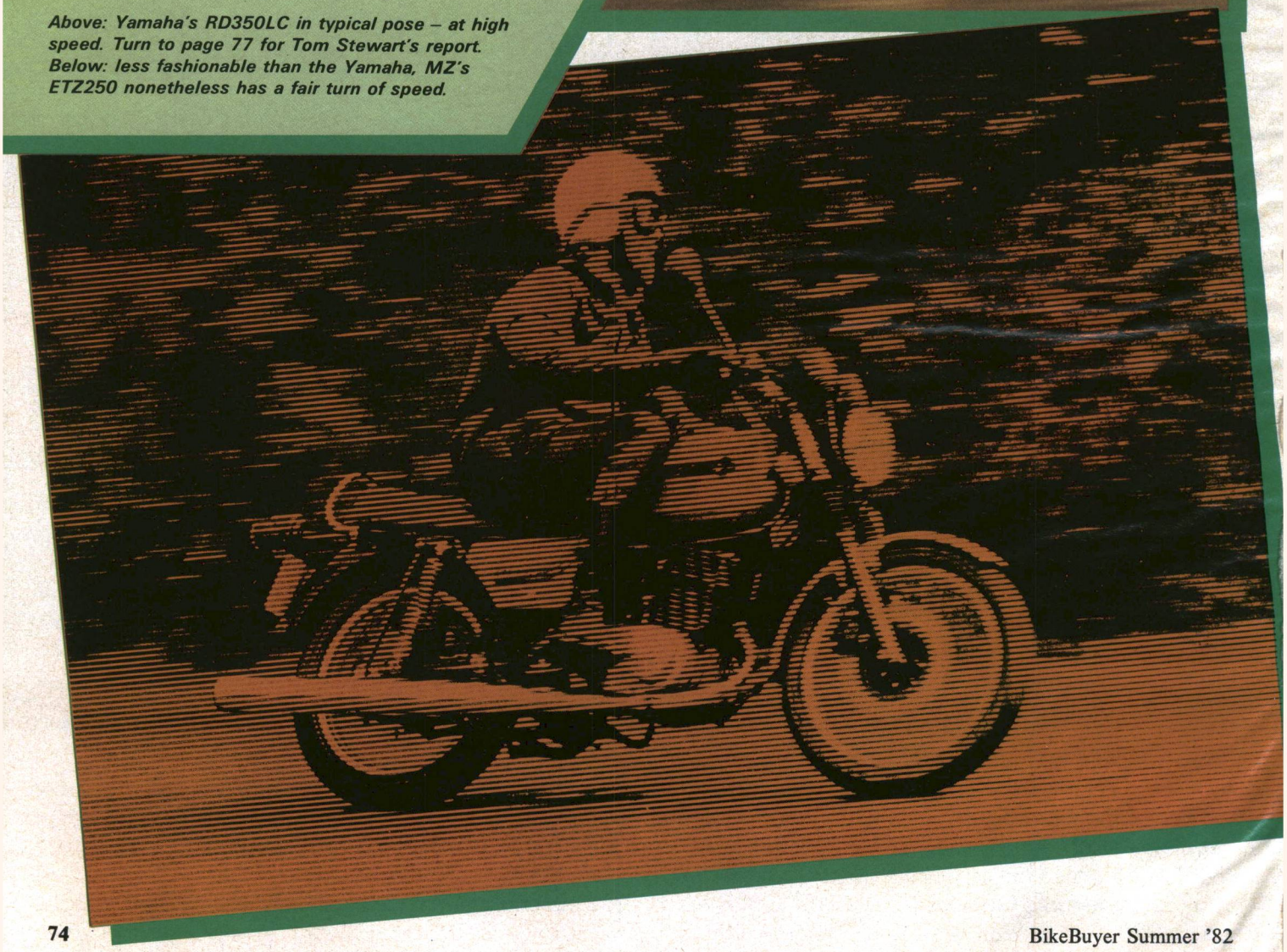
Living your fantasies.

Some of us are Barry Sheenes, some of us are mean-eyed outlaws on the Pacific Coast Highway, cissy bars glinting in the Californian sun.

But we'd all quite like to stay alive. At least until we're too old to throw a leg across the saddle. With Dunlop K181s you stand a better chance.

DUNLOP

Above: Yamaha's RD350LC in typical pose – at high speed. Turn to page 77 for Tom Stewart's report. Below: less fashionable than the Yamaha, MZ's ETZ250 nonetheless has a fair turn of speed.



as to your feelings.

Reason I didn't do some tarmac inspection at close quarters was due entirely to the Beemer's excellent brakes. Two-finger pressure on the dog-legged handlebar lever is sufficient to get the semi-metallic pads in the twin-piston calipers gripping the discs very effectively. So good that the fairly long-travel front forks dip wildly under hard braking. Some form of anti-dive ought to have been used methinks.

The front brakes' efficiency could almost make the rear drum unit redundant, particularly during low-speed riding around town, but I've programmed myself to always use the rear as well – mainly so it becomes habit for emergency stops.

Typical British weather means that I've experienced my share of rain and hail storms, but they haven't affected braking in any way. None of the coronary-inducing wet weather 'lag' I've read about happening with some bikes.

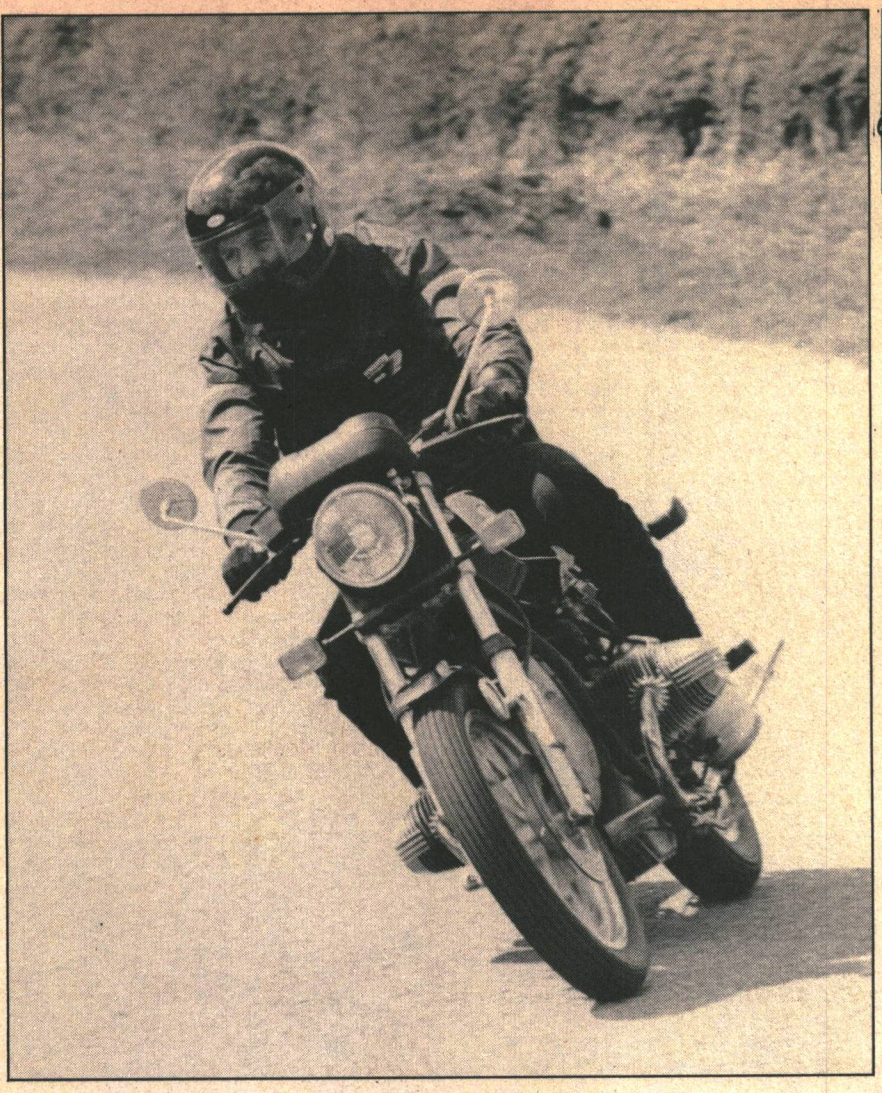
I very much like the R65's riding position. The short bars are ideally positioned, just pitching the rider far enough forward for comfortable long-distance travel. Just as a good tourer should.

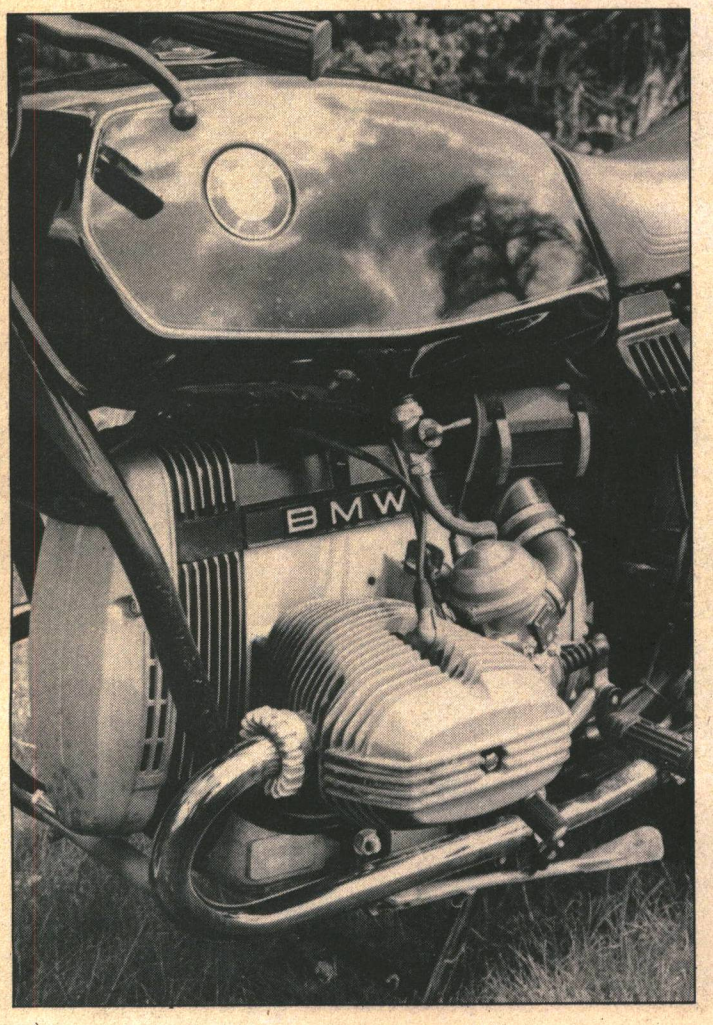
The dual seat is also comfy; I've tackled 200 mile non-stop runs without experiencing the dreaded numb bum.

Fuel capacity limits the bike to that sort of mileage, anyway. The classic BMW black painted tank holds a sensible 22 litres (4.8 galls), with just over two litres (0.44 galls) of this as reserve.

I zero the trip meter incorporated in the easy-to-read speedometer after filling with petrol and know that the bike will splutter out of fuel and need the tap turning to reserve if I don't visit another filling station before the 200 mark is reached.

Overall fuel consumption works out to a credible 47mpg, but the bike will average around 50mpg if treated considerately on a long run. ▶

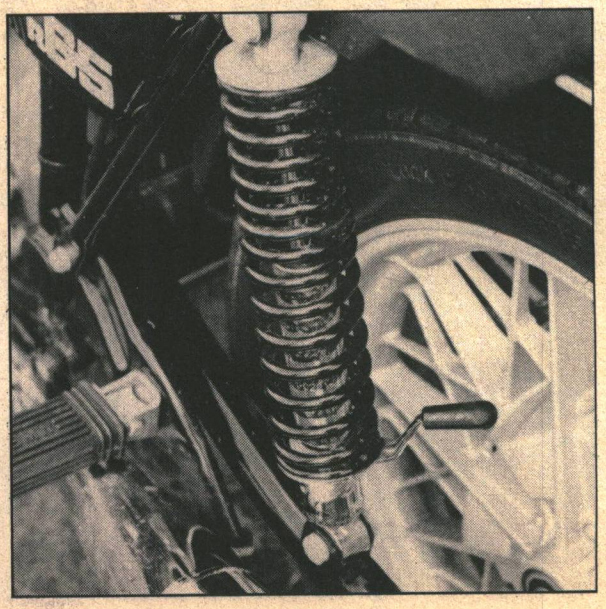




Above: Sales of the 650cc BMW R65 aren't particularly outstanding, which is a pity because it's a fine handling touring machine that's great fun to ride on the open road. Crash bars are a must to protect those exposed cylinders, though.

Left: Horizontally-opposed twin cylinder engine looks sturdy and well engineered. Propstand visible below exhaust pipe needs repositioning as it grounds all too easily when cornering.

Below: Lever sticking out from rear suspension unit is for adjusting spring pre-load. There are three positions, depending on load, although most riders will find the middle setting a good compromise for all conditions except when carrying a heavy passenger plus luggage.



SOMETHING **BIGGER!**

BIG BIKES

Not that it is very often. I really got back into the swing of riding during the running-in period and really enjoy myself out on the open road nowadays. That's what biking should be all about.

My riding is a lot smoother – and with more awareness – than in the old days, yet I'm still often surprised just how quickly distances are covered. The R65 must take a lot of credit for this; it really is an excellent handling machine.

I hate motorway travel and spend much of my time riding hard along often none-too-smooth back roads, yet when cornering the bike sticks precisely to the chosen line without fuss – or panic on my part. Even errant motorist-enforced changes of line halfway round a bend fail to show up any hidden vices.

I guess that horizontally-opposed engine and consequent low centre of gravity must help, but the chassis still has to be a good 'un.

Only limit to cornering speeds is the alloy propstand, which grounds all too readily on lefthanders, and a feeling for my own and the engine's preservation when turning right.

A set of 'crash bars' to protect those vulnerable cylinders will be high on my list of priorities when finances allow.

And I'll also be taking refuge from the permanent gale out there with a fairing. Must confess that I'd forgotten just how much it blows at speed, restricting comfortable cruising to below the 80-85mph mark. Moreover, although my riding gear is sufficiently waterproof, I've found that riding into heavy rain or hail has an unwanted sting to it. A fairing should alleviate this.

I was more than a bit wary about wet weather riding; didn't want to find the limit of adhesion half way round a roundabout and end up with a crumpled Beemer, sore bum and dented pride. But the ever-forgiving R65 shod with grippy Metzeller tyres has so far proved amazingly good at keeping me upright. Tyres seem to have considerably improved during the past decade.

Of course, the engine's smooth power delivery also helps. No narrow power banded racer this; in true touring fashion the R65 gives a decent response from fairly low revs.

The secret to smooth riding seems to be to keep it in the right gear at the right time. No point in trying to plod it at low speeds in the fairly high top gear of the five-speed box, though, better to drop down one. I generally avoid top at speeds below about 60mph.

BMW's seem to have earned a bad reputation for clunky gearchanges. Well, my bike certainly has a positive action that needs a little more than the usual snick . . . if the engine revs are wrong. With experience, though, I can gearshift as light and smooth as any. Upchanges are better the higher the revs, and the art of the down change is to blip the throttle a split second before pressing the pedal. No problem.

Twin cylinder engines of any configuration are rarely vibration-free, but apart from a slight tingle through the footrests at 4500rpm the BMW seems very smooth. This unfortunately coincides with an indicated 75mph (nearer an actual 70mph for law-abiding bikers). Still, it's a good excuse for cruising the bike at 80mph, at which speed it's nicely smooth.

I've takent the R65 up to an indicated 115mph, which is about 110mph actual speed. This needs favourable conditions, however, like no head-wind and the rider leaning forward.

Only time I feel the need for some extra power is on long motorway inclines when carrying a passenger and facing the wind. Even winding the throttle full against the stop fails to get the speedometer needle far into the 90s in such conditions.

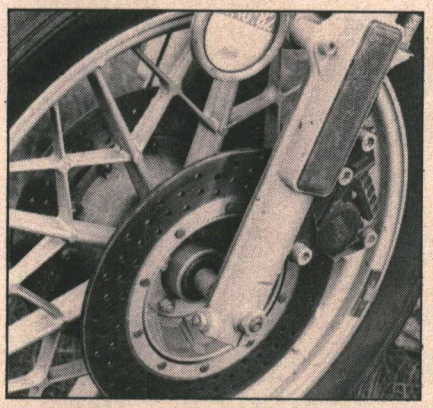
I'm pleased to say that whatever the speed and wind conditions the BMW stays nicely stable. No panic.

I was downing a few pints at the local recently when someone asked me why I enjoy biking so much. It took me a few minutes thought before deciding. There are a number of contributory factors, such as the fun of high-speed riding, skilful bend-swinging, weaving my way through row after row of trapped motorists in traffic queues and being out there in the fresh air instead of inside a fuggy tin box.

But above all it's the pleasure of belonging once again to a world-wide club. I mean, bikers are generally enthusiasts whereas most people buy a car because they need transport. If I pull the BMW alongside another biker at a set of traffic lights the chances are they'll flip up their visor and have a chat.

Only time a car driver will wind down his window and have a few words is if you've caused displeasure.

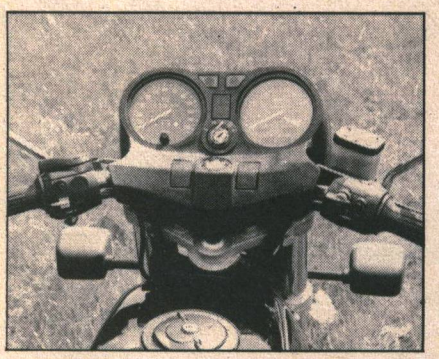
John Williams

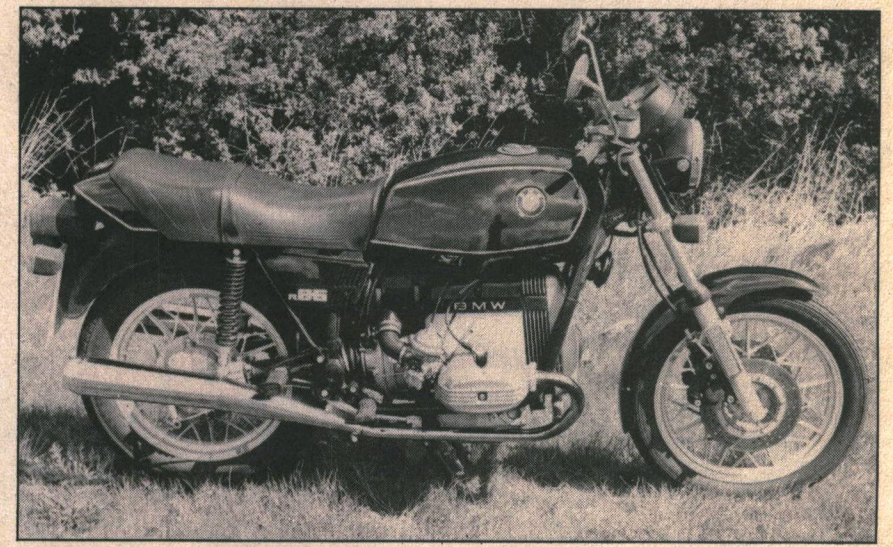


Right: The R65's twin disc brakes with powerful Brembo calipers halt it very effectively from all speeds with good, progressive action. Just two-finger pressure on the dog-legged lever is all that's necessary for really effective braking. Note multi-spoke alloy wheels.

Below: BMW R65 finished in black has a classic look about it; paintwork contrasting nicely with the alloy wheels and engine castings. Dual seat hinges to the right, revealing two storage spaces (one under the 'hump' at rear) for tools and the standard equipment first aid kit.

Below: Handlebars are ideally positioned for a touring machine, just pitching the rider slightly forward. Controls are all easy to reach on handlebar units; starter and kill switch on right, indicators, horn, dip switch and choke on left.





SOMETHING **BIGGER!**

BMW describe the R65 as a sports tourer; we agree with the latter, but sports . . . ?

Engine is the familiar four-stroke horizontally-opposed twin which has been around in basic concept since the 1920s. There are two valves to each cylinder, bore and stroke are 82mm x 61.5mm, giving a capacity of 650cc. Compression ratio is 9.2:1, maximum power 50bhp at 7250rpm and maximum torque 38.6lb ft at 6500rpm.

Two Bing constant depression carburettors are used with 32mm throat diameter. Choke lever is mounted on the left handlebar and throttle operates by a cable with junction box.

There's a single-plate clutch with diaphragm spring and the gearbox has five speeds. In traditional BMW fashion, the final drive is through an enclosed shaft to a crown wheel and pinion at the rear. Though more expensive than a chain, this system is virtually maintenance-free and avoids the all-too frequent replacement of chains used on many other bikes.

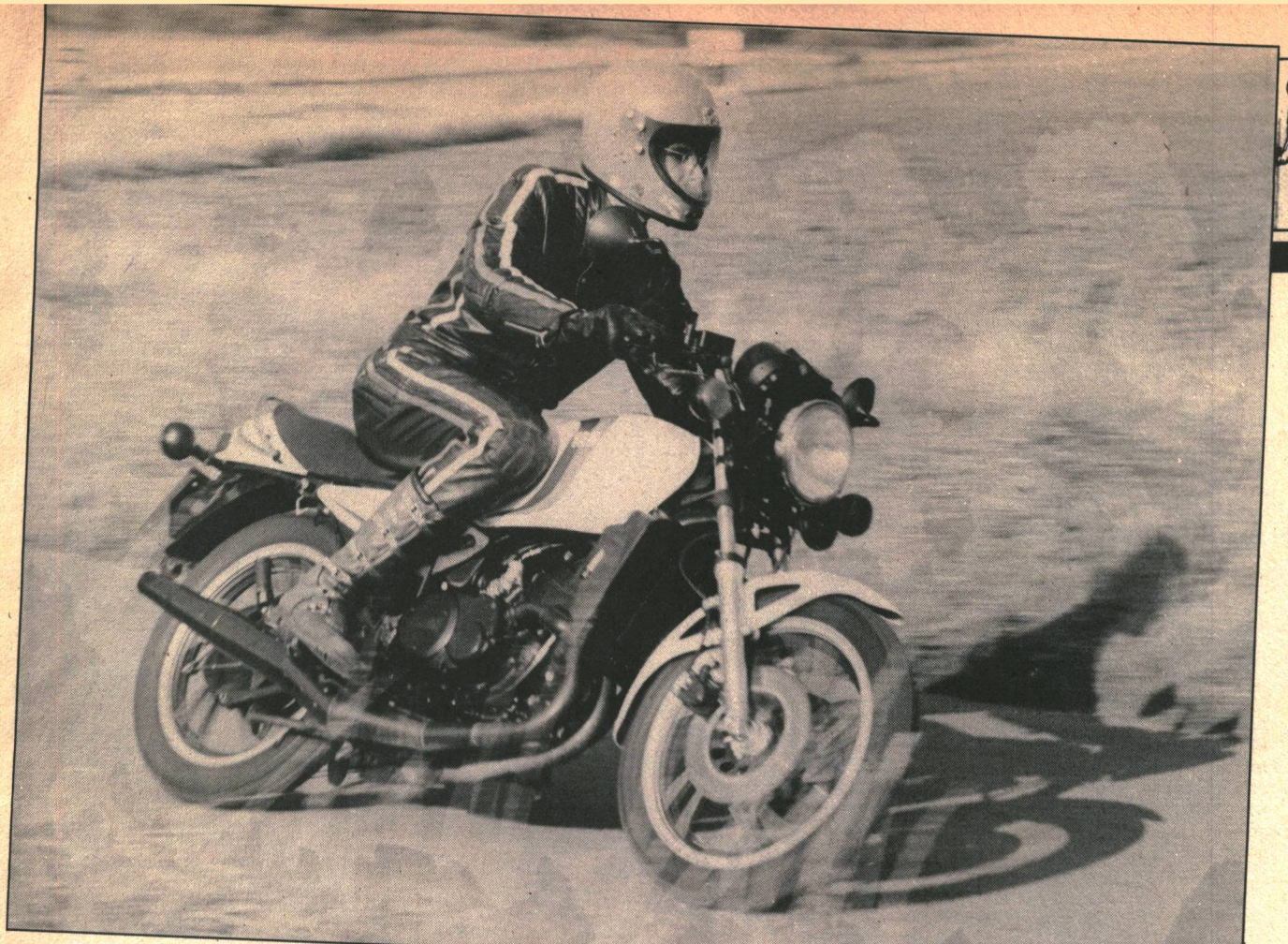
Electrics are 12 volt with a 16amp-hour battery and electric starter.

Brakes are effective 260mm (10.2in) diameter discs at the front and a single 220mm (8.7in) drum at the rear. The brakes are housed in stylish alloy wheels.

Dry weight is 185kg (408lb), seat height 810mm (32in), wheelbase 1400mm (55.1in) overall length 2110mm (83.1in) and handlebar width 600mm (23.6in).

Top speed is 109mph with 47mpg average fuel consumption on 98 octane petrol.

Price is £2434, excluding delivery charges, and the importers are: BMW (GB) Ltd., Ellesfield Avenue, Bracknell, Berks, RG12 4TA. Tel. 0344 36565.



Yamaha RD350LC

A yowl to wake the neighbours and scare cats

ABOUT THREE YEARS AGO A friend of mine who worked for Motor Cycle News, strolled smugly into the office clutching a photograph he expected would send me wild with excitement. It had been recently taken at the Paris motorcycle show and was of the first RD350LC. His expectations were fulfilled within seconds, because my vision of what a bike should be had become a reality. I had to have one.

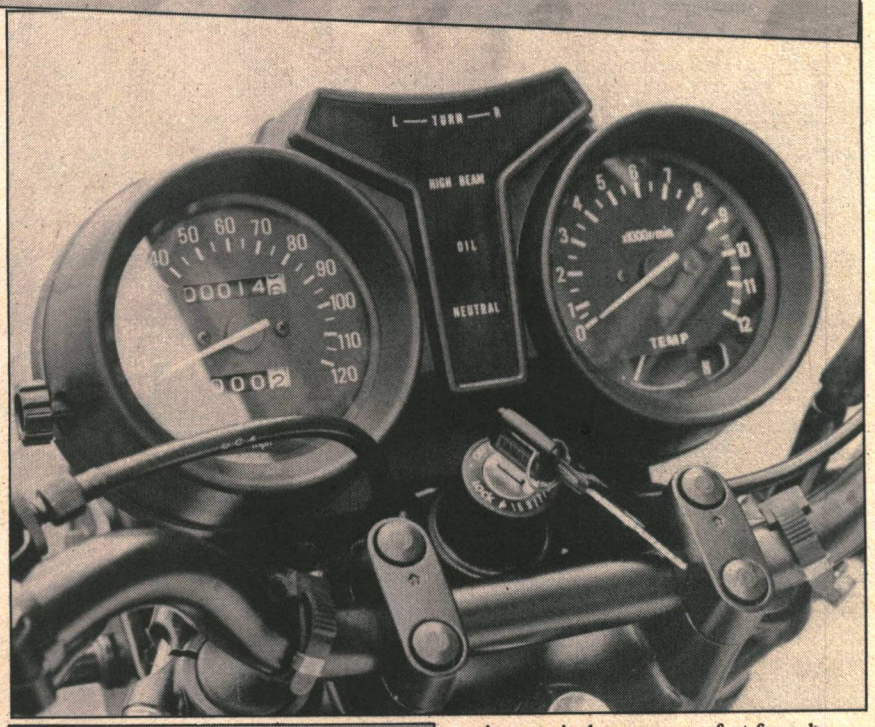
Owing to a multitude of development hold-ups, production problems and delivery delays, I didn't actually take delivery of my 'Elsie' until nearly a year later. During that time I'd prematurely traded in my RD400E and bought a secondhand RD400C as a stop-gap. Still, at least I had a valuable yardstick by which to judge the 350.

My first few trips on LC were completed with very mixed emotions. I had the latest thing on two wheels. It was extremely pretty, had excellent brakes, steered beautifully, had a great riding position and a really comfy seat. Everything was hunkydory – except that it wouldn't do more than 55mph.

Okay, I'll admit that during the break-in period I shouldn't have tried to go faster – but that would be missing the point. Fortunately, a friend of mine was in a similar position – his new 350LC wouldn't do more than 60mph.

A week or so later, it was time for the annual blast to the Silverstone Grand Prix. Elsie was fully run in now, going faster, and it was time to have some FUN. However, as usual, there's always some ligger who needs a lift and, generous fellow that I am, I took on the job.

This 280 miles round trip revealed the LC's most serious shortcoming. It's a dog to ride two-up. The light front end becomes featherweight with a thirteen-stone pillion passenger. The front wheel leaves the ground at every opportunity. Under medium acceleration combined with bumps in the road, it's all too easy to find yourself staring at the fuel tank, wondering how many seconds it'll be before you lose control and crash.



Top: Impeccable high-speed handling from the RD350LC. Above: Nicely grouped instruments and warning light cluster.

The problem is aggravated by the rear spring preload adjustment – it's extremely fiddly when altering to the higher of the five settings. Consequently, the ground clearance is used up all too easily and the centre stand drags on the road. In all fairness, though, the RD350LC was not designed for this sort of use. The monoshock rear suspension and spring rate is damn near perfect for solo riding.

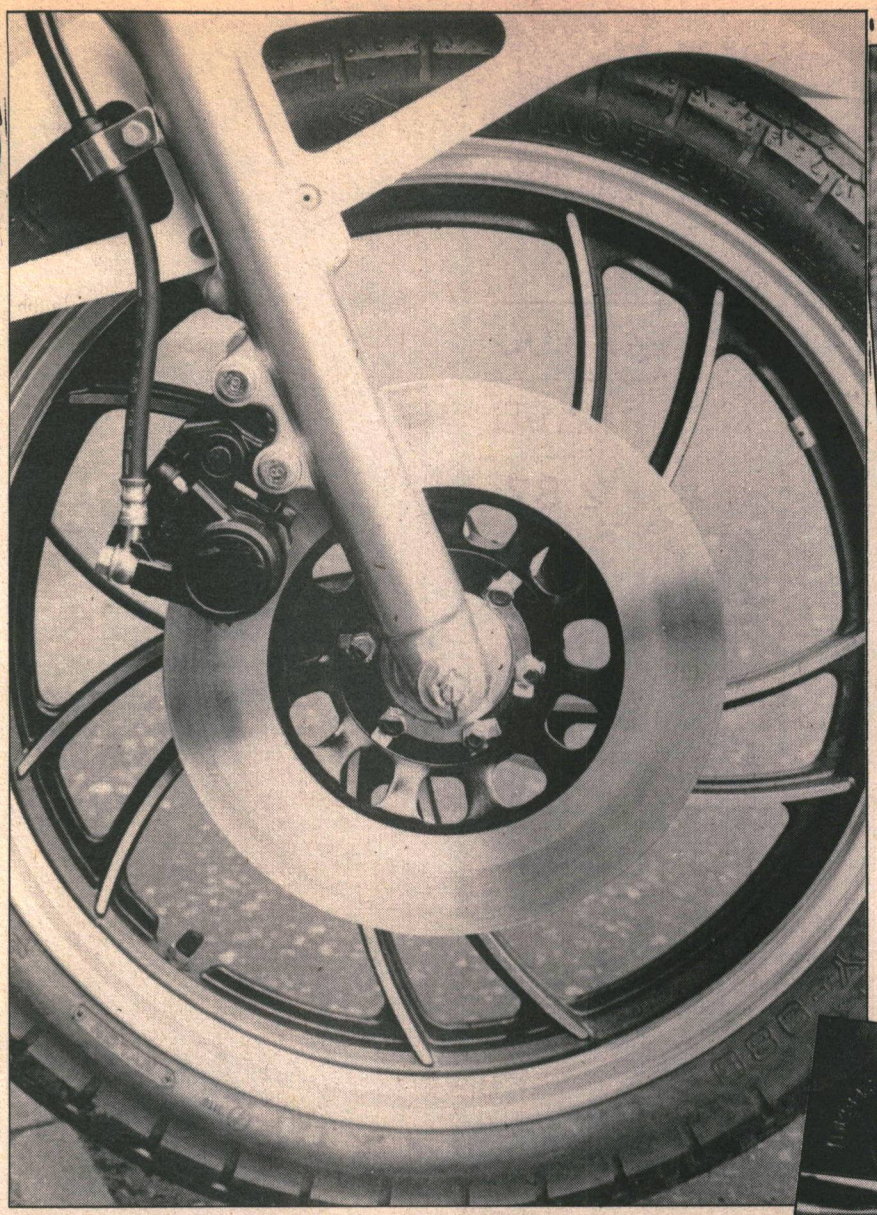
A designer has three choices. He can either make the bike suitable for solo use, two-up riding or reach a compromise. If you're constantly lumbered with a passenger, you need read no further.

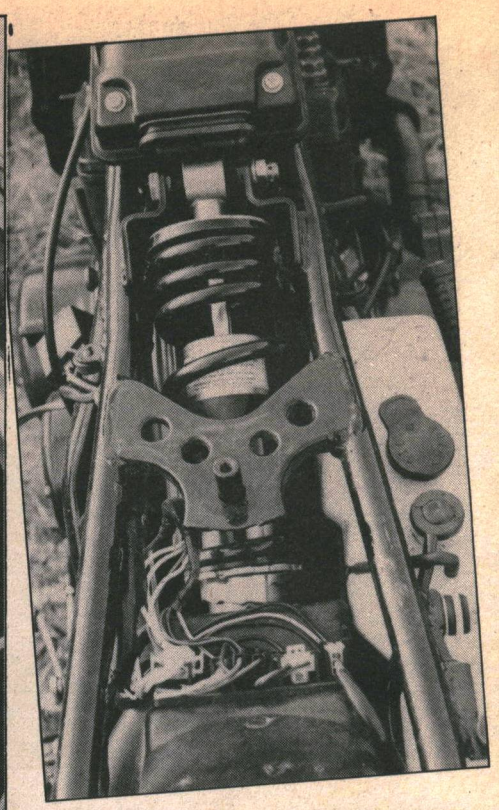
The engine is a completely different story, however. A few weeks after Silverstone I found myself bouncing over the ruts and bumps of Normandy en route to Circuit Paul Ricard in the South of France for the Bol d'Or endurance race. Other machines in the convoy included the then new Honda 750FA, an 1100 Gold Wing and a couple of Ducati 900 Desmos.

The pace was fast. Cruising at 90-100mph was no problem for a 350LC. Before leaving, I'd swopped the original 16 tooth

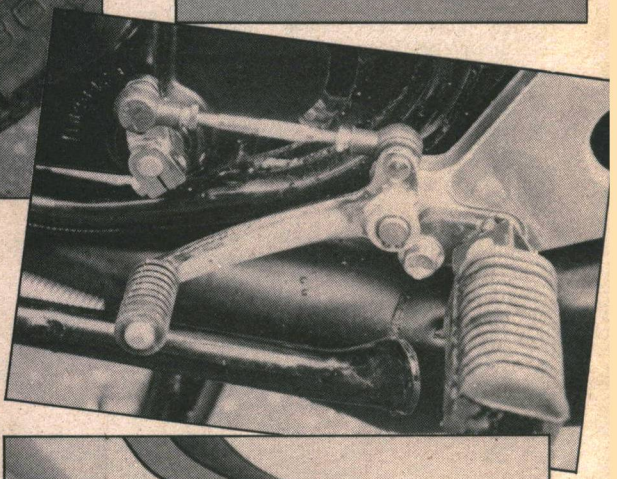
SOMETHING BIGGER!

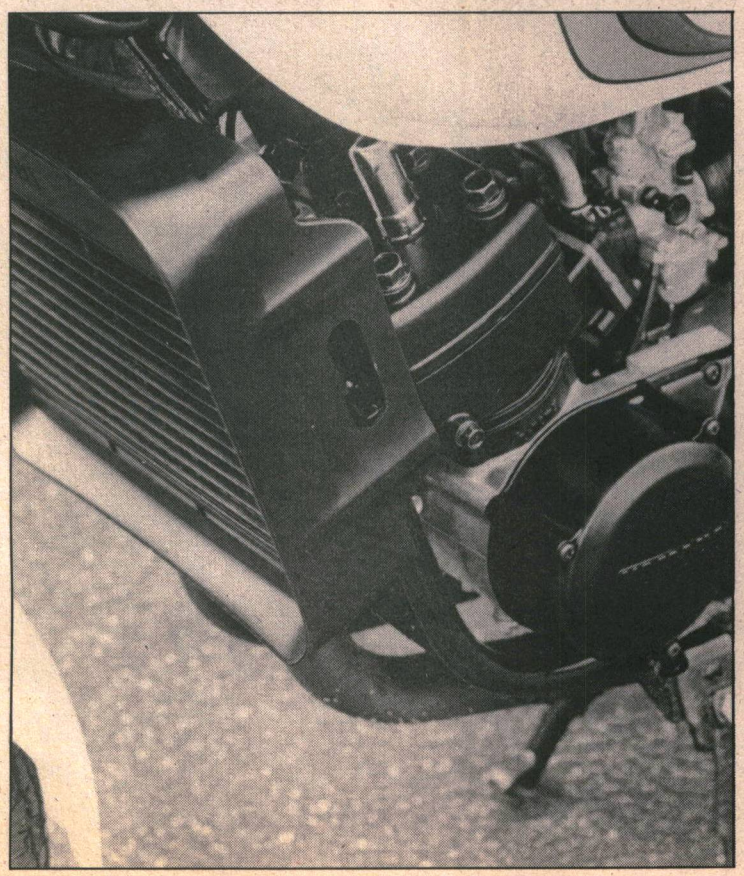
SOMETHING BIGGER!

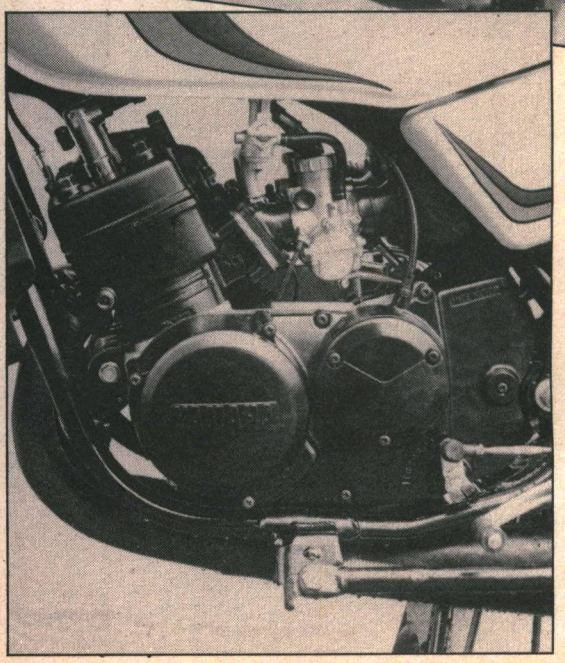




Taking it clockwise from top left: Front disc brake mounted to 'italic' styled cast alloy front wheel. Single rear suspension unit from above: 'Rearset' style footpegs are used. Liquid cooled power unit with radiator mounted up front.







PARTS	BMW R65	Yamaha RD350LC	MZ ETZ 250
PRICE	£2,434	£1,299	£699.75
Exhaust	187.65	66.81	73.00
Indicator	14.76	7.24	12.65
Clutch cable	6.97	4.25	2.87
Oil filter	2.08	-	-
Air filter	7.72	1.85	5.75
Chain	-	14.07	10.58

gearbox sprocket for a 17T which raised the gearing to make 7,000rpm equal 90mph, which, incidentally, corresponds exactly with the rpm/mph ratio on a standard CB750FA. Not surprisingly, 347cc can't match 748cc for brute strength and, the price you have to pay with the little RD is effort, human effort. To maintain high speeds, the revs mustn't fall below 7,000. Comparatively little power is produced below this level and speed drops off quite quickly. A lot of gear changing, full throttle treatment and lying prone on the tank are necessary if conditions are adverse, like if long gradients and/or headwinds are encountered.

All this may seem like a major hassle, but bear in mind that the 350LC is capable of cruising all day at higher speeds than many 350/450cc machines manage flat out.

Fuel consumption with this sort of treatment works out at 30-35mpg. Ride well within the law, however, and you'll be rewarded with figures closer to 50-55mpg. Oil consumption averages at 250 miles per litre and this can be improved significantly by readjusting and shimming the oil pump.

This will also reduce the blue smoke screen that fills the surrounding air when starting up a cold engine. I didn't tamper with this setting for crankshaft and piston longevity.

Yokohama tyres are fitted as original equipment and, although many people quiver with fear at the mention of the name, I found their grip excellent in all conditions. The front tyre's directional stability leaves a lot to be desired because it follows white lines and ripples, which can be disconcerting. The rear tyre is fine but won't last for much more than 4,000 miles if it's beneath a sporting rider.

You can reckon on replacing the drive chain at least as often as the rear tyre. Buy the best though, it pays off in the end.

Down in the hilly regions of the South of France an RD350LC really comes into its own. Compared to England there is little traffic and the roads that twist and turn up and down the mountain sides seem to go on forever. It's on these that the LC excells – and a well-ridden example is practically unbeatable. Ample power coupled with excellent handling and brakes make all the effort of getting there worthwhile.

Of course, you don't have to ride hundreds of miles to appreciate these qualities. A quick visit to a local club production race is convincing enough. Yamaha LCs frequently beat the megacycles on the track and well-tuned ones hit 130mph down the straights. There's also a 'one-make' championship for them.

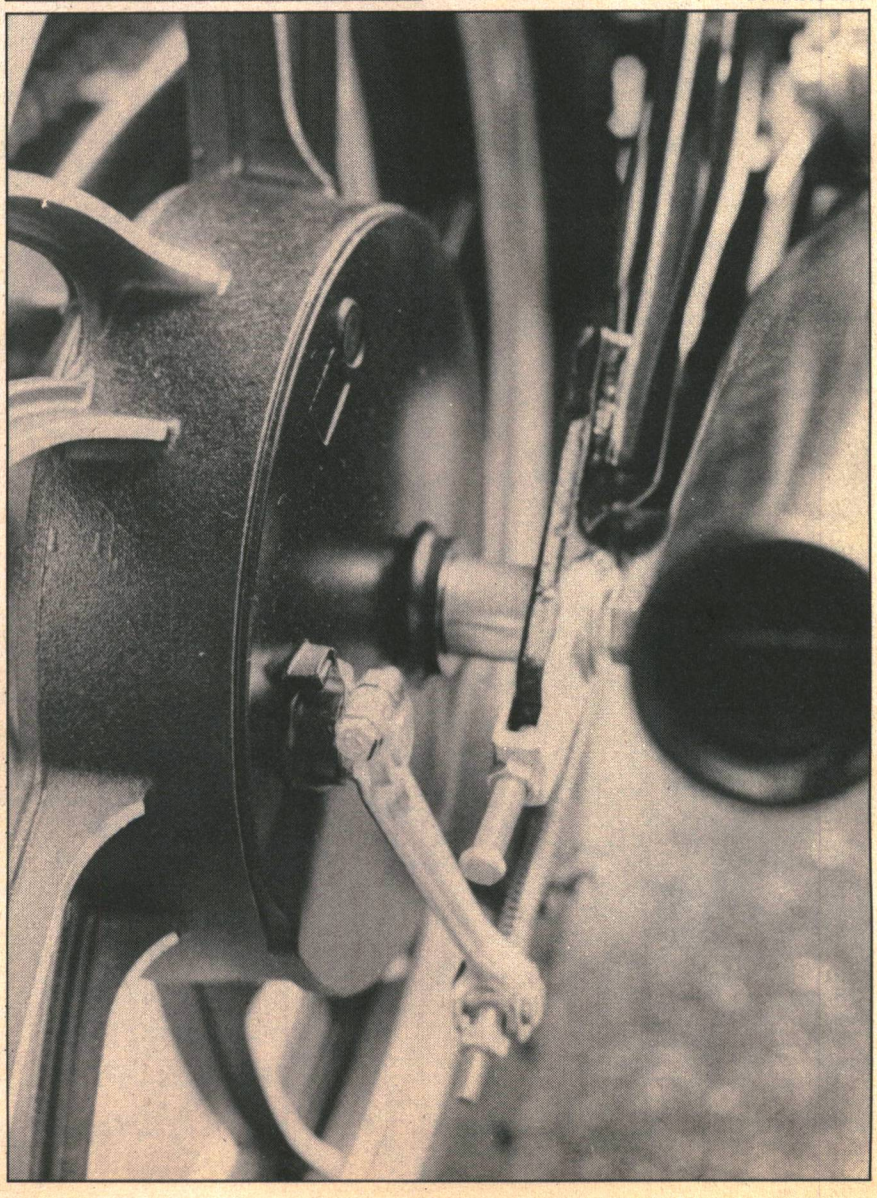
One problem LC racers don't have and LC road riders do is fractured exhausts and studs. This is caused by the road rider's tendency to use the middle part of the rev band (5,500rpm) where the motor goes through a vibration patch. Ironically, this is worsened by rubber engine mounts at the front which allow the engine to leap around in the frame. The exhausts are not sufficiently flexibly mounted and breakages occur.

Later models have been modified to reduce this, but I believe that a leakage problem still exists. (It can be cured by removing the asbestos exhaust gasket and retightening the clamp nuts very carefully).

We all know that nothing is perfect, but Yamaha's RD350LC comes very close if you ride to have fun. Forget it's a two-stroke, leave your passenger at home and sod the expense. Go out and have fun, Elsie's the one!

Tom Stewart

Below: Front disc brake is backed up with this single leading shoe rear drum unit. It's a good combination.



SOMETHING BIGGER!

BIG BIKES

MZ 250S

Practical alternatives?

THINK. THINK HARD. ESPECIALLY if you've passed your test and are considering moving up from your 125 to a 250, but haven't a great deal of cash to play around with. 'Course, 250s as a class are on their way out say the pundits, but there are certain evergreens that are still going to be selling strongly long after the last X7 has crumbled into a heap of rust and knackered big ends. So just think about a secondhand MZ 250.

MZs seem to inspire the same feelings amongst bikers and magazine testers as did some of the old British iron. In other words you either love them or hate them. Ignore them you can't: they're amongst the most individual bikes on the road. And whilst you can't afford to be a poser on your dreamed-of Katana or Jota, you can at least proclaim your biking individuality on an MZ for about a tenth of the cost.

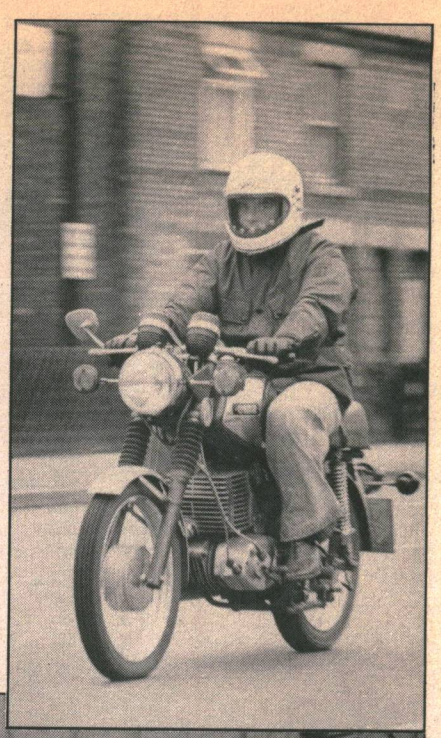
British bikers seem to go for them. How many times have you seen a rocker complete with BSA or Bonnie logo on his leathers puttering around on a TS250 whilst the Brit machine is off the road? I know a guy who runs two bikes; one's a Harley, and the other . . . you guessed it, an MZ 250.

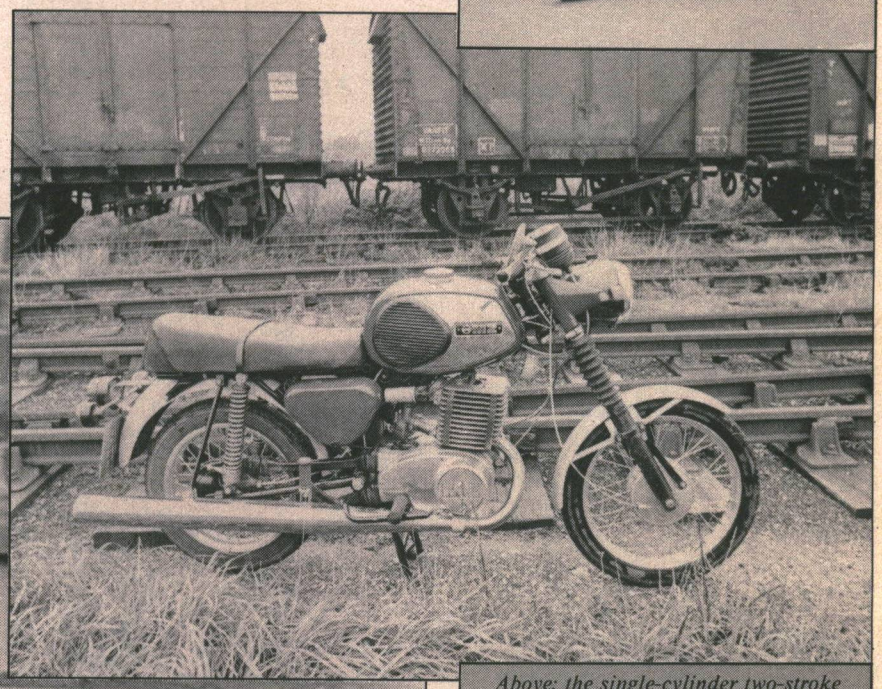
Of late the price of an MZ 250 has risen to around six hundred on the road (more for the ETZ model) whilst the prices of things like the X7 (again) and the XS250 (Yeuk) have fallen, as the Japs try to unload their stock of 250s before the ban. Still, that hasn't prevented them selling. And they ARE cheap secondhand. All you have to do is check out the classifieds in MCN to spot half a dozen TS250s being offered at £300 each or less. Bargain?

Well, you win some, you lose some. Magazines have traditionally praised the MZ's ruggedness, but then, they generally don't have to keep the bikes for longer than a couple of weeks at best. Amongst the MZ fraternity, rumours fly thick and fast. I know of one man whose 250 had 78,000 on the clock last time I saw it, and it was still on the original everything, barring things like chains and tyres. On the other hand I heard of another whose 250 called it a day in a very big and expensive way after just 4,000 miles.

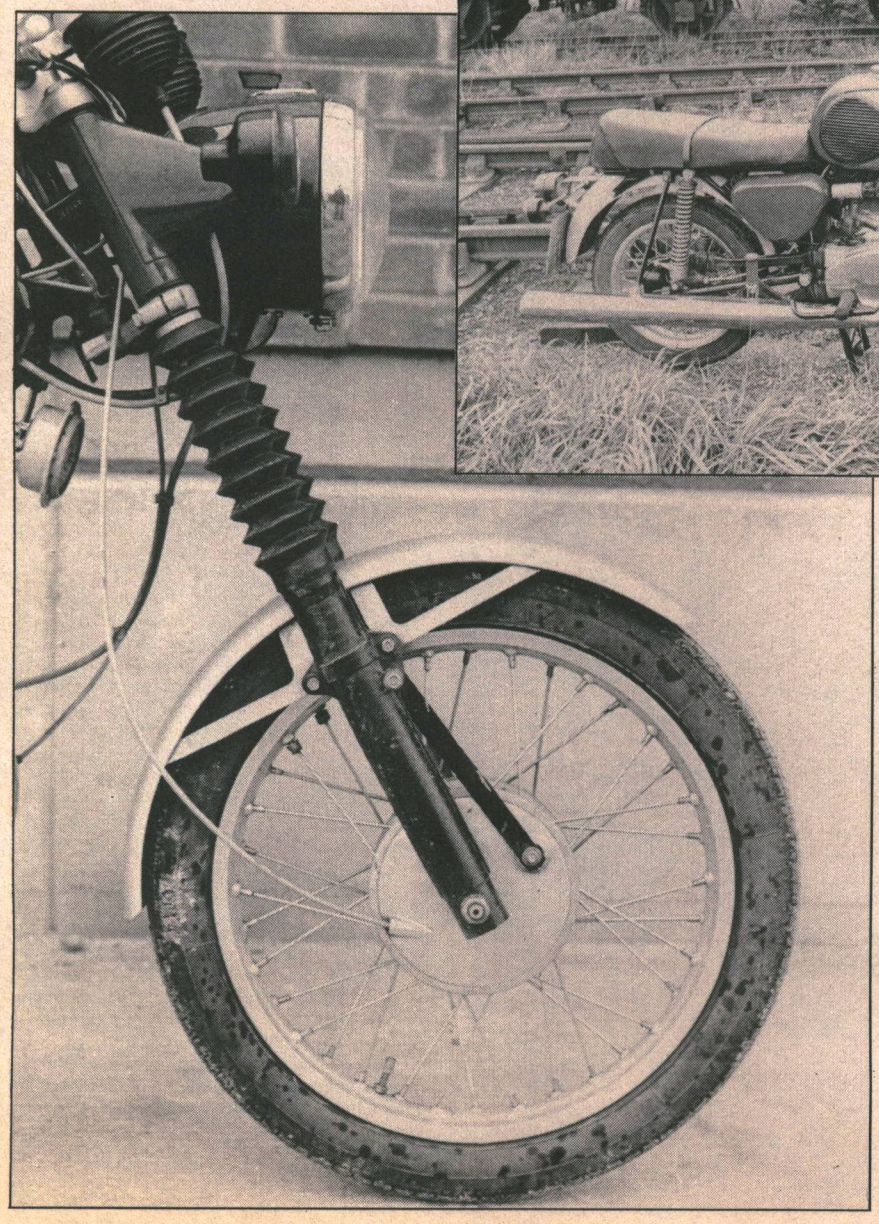
The bugbear seems to be the East German quality control, or lack thereof. No two MZs are the same. Perhaps, on reflection, that's why they appeal to British bikers, since quality control wasn't one of our industry's strongpoints either. And specifically, the weakest point in the Q.C. bit relates to the bearings. Commie bearings are awfully inconsistent in their longevity.

So what is there to look out for when buying a secondhand MZ? A wise man might write to Motorcycle Sport, where the Great MZ Debate has raged in the letters column since time immemorial. Alternatively you could start with one of the ES models if you're really on a tight budget. Prices for these start at around £50.





Above: the single-cylinder two-stroke MZ Supa 5 250cc 'pulls like a train'. Drum front brake doesn't rate too highly.



They're huge boxy-looking four-speeders with a kind of extended fuel tank that carries the headlamp. The lamp therefore doesn't turn with the bars, like on most bikes, which tends to make matters exciting on twisty country roads at night. Otherwise they're solid, and yes, fairly reliable. Forks are the Earles type, as fitted to early Bee Ems, and the rear is a conventional twin-shocker set up. An oddity of the engine is that the main bearings are lubed by the gearbox oil, and not by the petroil mixture, which means that regular changing of the oil is necessary if you want the mains to live long enough to collect their pension.

Next was the TS250. Once again, a four-speed machine, but this time bearing a resemblance to a motorcycle rather than a biscuit tin. The front end has conventional telescopic forks, and the speedo is enclosed in the headlamp shell. These were around

SOMETHING **BIGGER!**

for a few years before being uprated into the TS250 Supa 5, which is really the main bike that we're concerned with. If you're after one of the four-speeders, that's fine, but don't pay more than £150.

The Supa 5 almost got it all together. MZ added an extra gear (hence the name), twin clocks, and revised the engine. They're easily distinguished from their early brethren by the horizontal finning that continues all the way up the barrel and head. This makes the unit look like a multi-layer sandwich. Another important mod was the moving of the crank seals outboard of the mains, so that now the mains were lubed by the petroil mixture. A neat touch is the incorporation of a measuring cup for the oil, cast into the underside of the filler cap.

If you're in the market for the Supa 5, then there are some fairly crucial points to watch for. First is the bearings; as I said, some go on for ever, some don't. The mains themselves are huge, and if of good quality, should soldier on for well over 50,000 miles. 100,000 miles is not unknown.

If you hear a rattle from the engine (and they do make a variety of odd noises) don't be taken in by the seller saying 'Just piston slap, mate'. It might be, but you can't afford to take the chance. Only an experienced MZ freak can tell the difference, so if you know one, get him along for a second opinion. The best way of telling is to ask if you can whip off the head and barrel. Then you can check them for wear, and at the same time see if there's any vertical play in the conrod. If there is, it's the big end at fault.

Trouble is, it's a fairly involved job taking the head off an MZ, as they're rubber mounted at the head, and the engine has to be half-removed from the bike. You stick a jack under it, remove one of the rear mounting bolts, loosen up the other, and undo the head steady. The engine can then be pivoted down on the loosened bolt. Of course, a seller might not want to go to all that trouble, and if he knows the big end is knackered, he certainly won't. Take care.

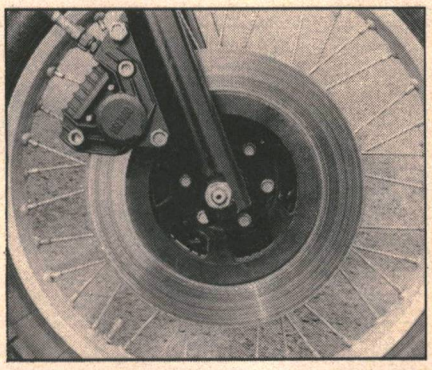
Another problem area is the gearlever return spring. These can break, and whilst the spring itself costs next to nothing, for some reason the designers chose to locate it inside the crankcases, meaning a total engine strip is necessary. So if you're offered an MZ with a bungee cord looped round the gearlever, don't assume it's an easy job to put in a new spring. It ain't.

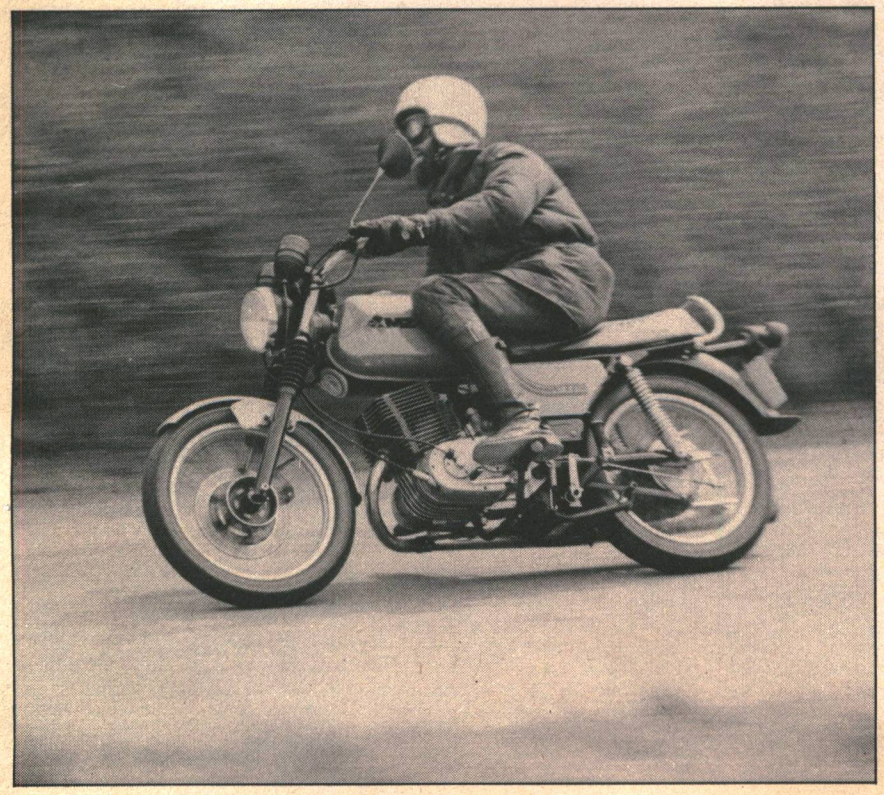
A friend of mine went through three of these springs before he discovered the cure: fit a Laverda gear return spring, which goes straight in, and lasts for ever. But if you don't mind working on bikes, you could consider buying one with a knackered spring. It's a good haggling point.

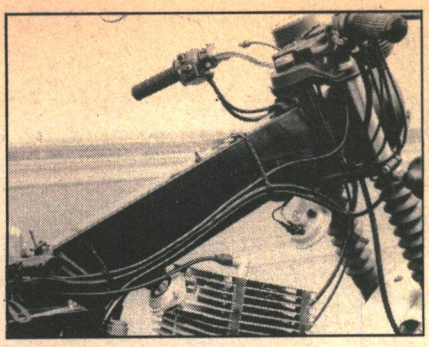
A bargaining point in favour of the seller is the fitment of a Honda front wheel. The MZ front brake is renowned for its Teflon qualities (non-stick, like the tyres, more of which later). A popular mod is to fit a front wheel from one of the old 250K drum-braked Hondas. These slot straight in; you only have to swop over the fork legs, and grind some metal off the spacers. Check out the second-hand prices in the guide in this mag, and expect to pay another £25 for a bike with this mod. It's worth it.

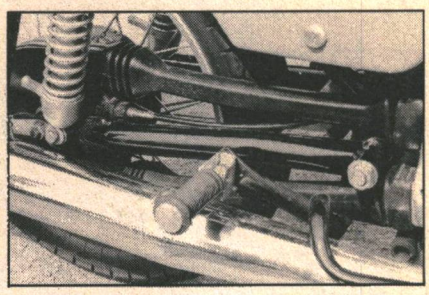
You can bet that a bike with the Honda mod won't be wearing the original tyres. Even the feeble MZ front drum can squeal these in the dry, and a Honda brake fazes them complete. They're called Pneumants, and are to be avoided like the Black Death. The snag with the Supa 5 is that the rear wheel is a 16-incher, and there are few tyres made to fit. Continental make one, as do Michelin (M38) and Avon with their basic Speedmaster. Contis are about the best bet. The front wheel is an 18 inch job: no problems there.

Check the electrical system, especially the rear brake light, which tends to seize. A Wipac unit, as fitted to old Brit iron, is a cheap and reliable alternative. It bolts straight on to the swing arm, and costs around £3. Also check the fuse box, which is prone to corrosion and has been known to reduce strong men to tears.









Take it from the top: ETZ 250 has this box-section top 'tube'; fully-enclosed chain means longer life; Brembo disc brake works well; ETZ action.

While doing this you'll note the tiny battery in the huge battery box. Rumour has it they planned the Supa 5 with a 12 volt system, but in the event it only ever got a 6-volt lash-up. 12 volt conversions are available, and are another seller's point. But the 6-volt system is good, and the headlamp especially is excellent: much better than many contemporary 12-volt lamps. Another good mod is to paint the interior of the indicator shells with silver paint, which makes them considerably brighter.

For a man with little cash, MZ spares are a godsend. Not only are the spares easy to get (Try Burwins in London's Essex Road for a choice of new or used spares) but they are ridiculously cheap. A complete set of piston rings costs around £2, for example. Points are about £1.50. Mind you, I remember that an exhaust downpipe costs over a tenner, and that was a couple of years back. But generally the MZ spares back-up is about the best there is, no bullshit. And as so many parts are common to the whole range, life on that front looks rosy.

The current and latest MZ is the ETZ variant. Here they cured all the moans about the Supa 5 by fitting uprated bearings, oil injection, better switchgear, better styling, a Brembo disc (which really upsets the Pneumants!) and an 18 inch rear wheel. As yet there have been no reliability quirks, or so I've heard. Expect to pay a lot more for a 2nd hand ETZ, if only because they haven't been around for so long.

A nice feature is that just as many of the Supa 5 parts fit the earlier 4-speed bike, so do many ETZ bits go onto the Supa 5, meaning that uprating old bikes is a distinct possibility. I don't know about the electrics: the ETZ has a bigger alternator to cope with the 12-volt system, but it might fit.

So there you have it. Expect to pay anything from £150 or less for a Supa 5 up to £500 for a nearly new one. More for an ETZ, of course. What you get for your money is a bike with a superlative ride, very good handling, a good clutch and clunky gearbox (like BMW, it has an engine speed clutch) plus alloy castings that are also in the BMW class. The paintwork is good too, but the chrome varies. People won't gasp in awe when you say "I've got an MZ" but they will recognise you as an individualist, and possibly, one of biking's eccentrics. MZs? I love 'em.

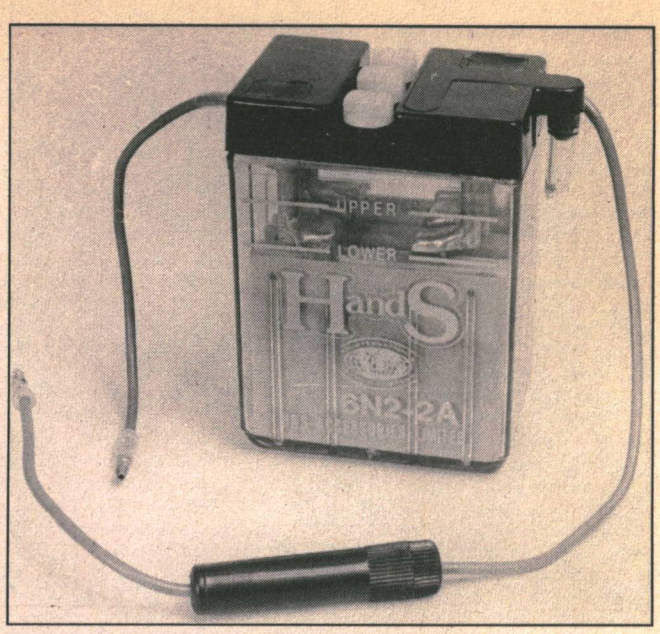
Neil Murray

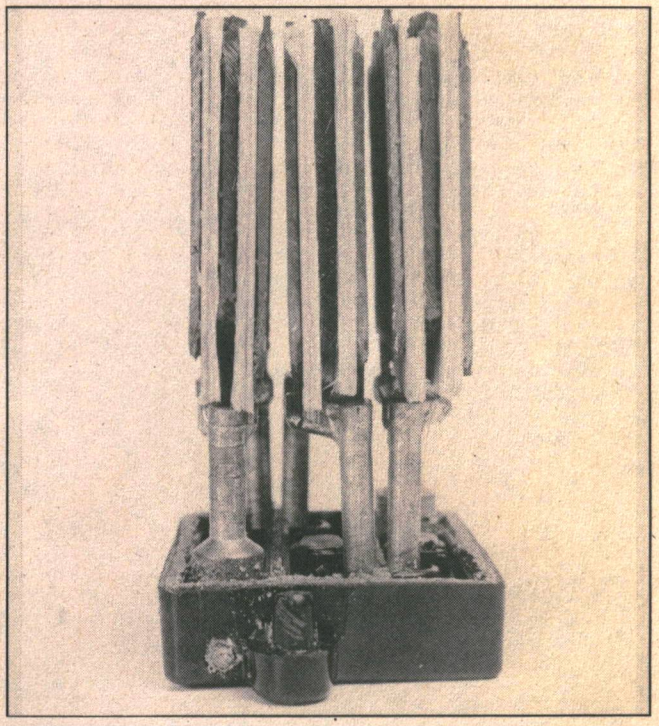
SOMETHING **BIGGER!**

WHAT HAPPENS IF...

2:

The Battery





MODERN BIKES WITH ELECTRIC STARTERS AND lots of electrical accessories put a big strain on the battery – and if neglected it'll let you down. Lightweight machines can usually be push-started in an emergency, but that's not a permanent solution and definitely no fun if you own a 1000cc bike. The answer is to keep the battery in good condition; we explain how and why you should...

WHAT HAPPENS IF I NEGLECT MY BATTERY?

Like a bike's engine, tyres or chain its battery needs looking after. If the necessary care isn't given to it then it will cease to function. And if the battery stops working the ignition and lighting systems will be in difficulty.

WHAT HAPPENS INSIDE A BATTERY?

Before it's possible to understand what happens when a battery stops working it's important to know how one functions. Basically a battery is a reservoir for electricity. It is used most heavily when the electric starter is used, then its store of electricity is replenished by the charging circuit.

Inside a battery electrical energy is stored as chemical energy. When the battery is full of electricity – that is charged – the positive plates are lead peroxide and the negative plates lead. The liquid that surrounds the two plates and connects them electrically is dilute sulphuric acid.

When the battery is flat – that is discharged – both plates are converted to lead sulphate and the liquid becomes water. During this chemical change electricity is created.

Recharging reverses this reaction. In everyday operation current is drawn from the battery by the bike's electrical systems and the charging circuit then replaces the lost energy.

WHAT HAPPENS WHEN A BATTERY GOES FLAT?

Both plates are lead sulphate, the battery is holding no charge. The danger is that the reaction will become irreversible. This happens because the sulphate is bulky and may tend to flake off the thin, delicate lead plates. Also if a battery is left fully discharged for any length of time the sulphate may become 'fixed' and very difficult to convert back to its original lead or lead peroxide.

HOW DO I LOOK AFTER A BATTERY?

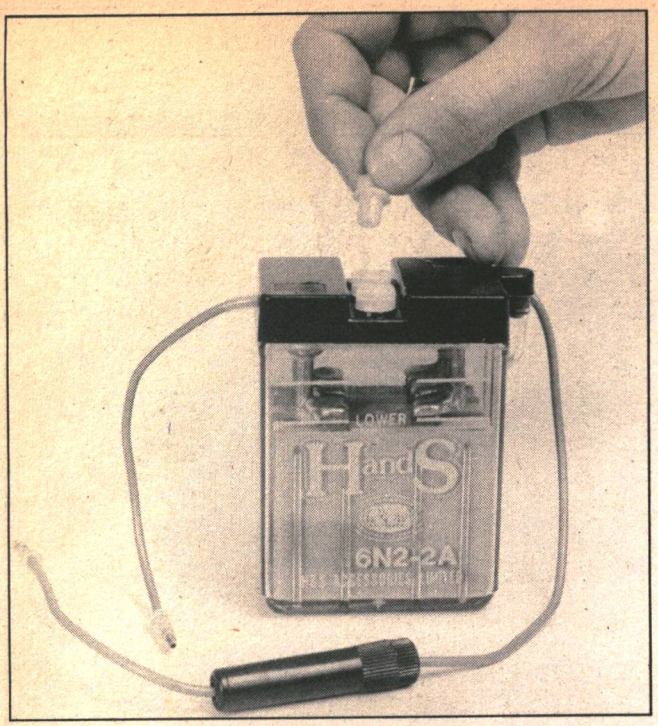
The basic task is to keep the level of liquid – the electrolyte – between its proper limits. Modern batteries use a transparent case with a maximum and minimum level indicated on it. It's vital to keep the level of the electrolyte between these two lines. And it's equally important to use distilled water only for topping up a battery. Ordinary tap water contains many dissolved impurities which could affect the operation of the battery. If you can't find any distilled water melt some ice from your fridge and use that.

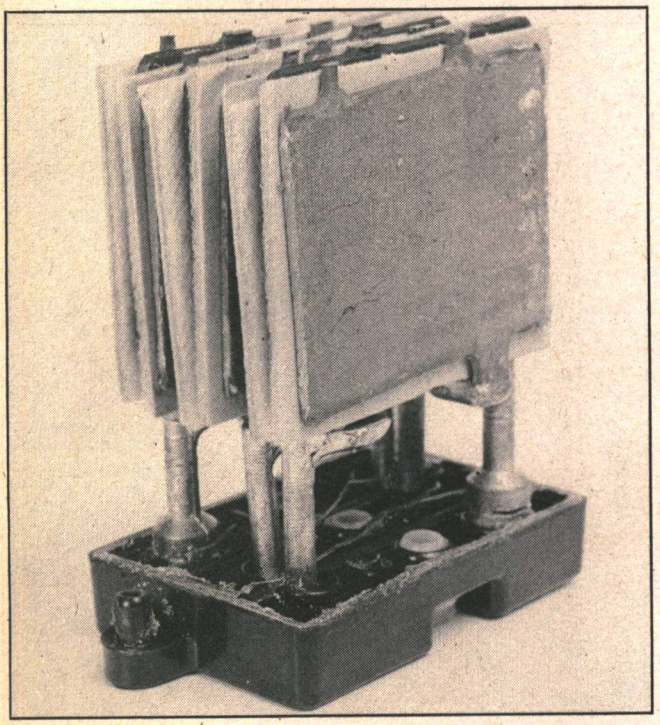
This job needs doing regularly as water is broken down into hydrogen and oxygen when electricity is passed through it and as this happens all the time while a battery is working water loss can be considerable.

The other thing to keep an eye on is the condition of the terminals that connect the battery to the rest of the electrical system. They can become severely corroded and present a serious obstruction to the passage of current. Disconnect and clean the metal of the terminals thoroughly and coat them with Vaseline to inhibit further corrosion.

HOW CAN I TELL IF A BATTERY IS IN GOOD CONDITION?

The first check is a visual one. If there are signs of severe





Turning clockwise, starting top left: lightweight bike battery with see-through case. Upper and lower electrolyte level marks are visible. If level is below 'lower' mark remove filler caps as shown and add distilled or de-ionised water until electrolyte reaches upper mark. That black plastic thing inthe longer wire contains the main electrical fuse. We hacked this battery apart to show you just what it's like inside. Note how the plates are separated by the non-conductive material. Side view of same.

Battery Advice:

For maximum performance a new battery needs charging for at least 10 hours after its initial filling with acid. your dealer should do this, but check to make sure.

A battery needs to breath; it might have vents in the caps or a breather tube like the one visible in our pictures left. Keep these clear.

A charging battery gives off hydrogen gas, which is highly inflammable. So take care not to smoke or cause a spark anywhere near one. Always make sure the battery charger is turned off before disconnecting the terminals. A battery can be blown apart by someone forgetting to do this – and acid showers aren't too nice.

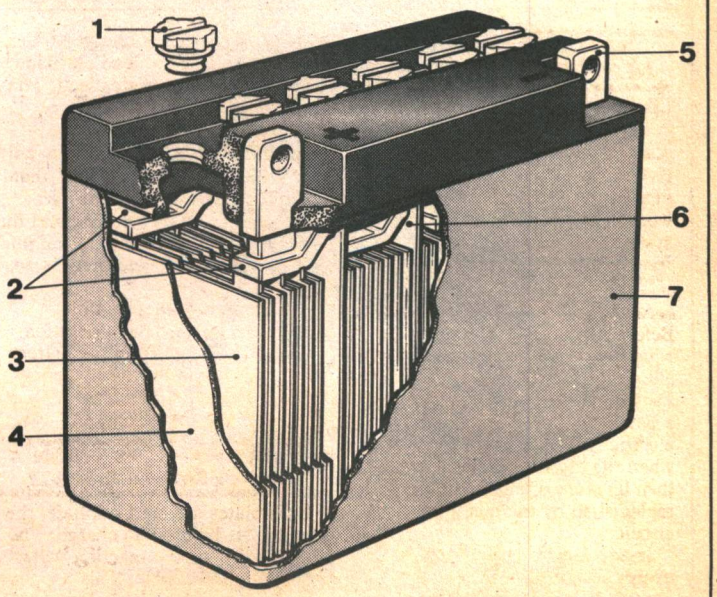
Disconnect the battery earth lead if you're leaving the bike unused for a week or so to avoid any drain.

Keep the battery away from petrol which can damage the casing – just like it does on polycarbonate helmets.

INSIDE YOUR BATTERY

This drawing shows the internal construction of a typical lead-acid motorcycle battery. 1. Filler Cap – unscrew to top-up electrolyte level and when charging (but check handbook or battery instructions to make sure of latter). 2: Plate Connectors – self-explanatory really; these simply join the lead plates throughout the battery. 3: Electrolyte plates (see text). 4: Plate separators – made from non-conductive material. 5: Battery Terminal. 6: Battery Electrolyte – this liquid surrounds the plates and consists of sulphuric acid diluted with distilled or de-ionised water. 7: Battery Case – nowadays usually translucent and made from polypropylene.

KEY: 1, Filler Cap; 2, Plate Connector; 3, Electrode Plate; 4, Separator; 5, Terminal; 6, Electrolyte; 7, Case.



sulphation, that is heavy white or blueish deposits on the plates, or there is a lot of debris on the bottom of the battery case then it's a fair bet that it isn't in very good condition.

To test you will need a hydrometer to measure the specific gravity (the density) of the electrolyte. This instrument is a glass tube containing a float. You fill the tube with electrolyte drawn from the battery and use the level of the float as an indicator. A reading of 1.28 means the battery is fully charged, 1.10 means it's fully discharged.

Similarly, you could check with an electrical multimeter; this time a reading of 13 volts would show a fully charged battery and under 10 volts a very flat one. If you want to test each cell of the battery individually then look for a reading of 2.2. volts from a fully charged cell in good condition.

If you find that the battery is down on what it should be connect it to a charger (positive connection to positive terminal and negative to negative) for a few hours and check again. If it's still down then it's probably not possible to save it.

If you can't afford a new one you could try one of the proprietary tablets which you add to each cell to raise the specific gravity of the electrolyte. However, these are definitely temporary measures.

If you want to store your bike for any length of time take the battery out, charge it fully and then empty the electrolyte. When you come to restart the bike, buy battery electrolyte to refill it, not distilled water. A local motor electrical dealer will probably do this for you. Be careful when handling Sulphuric acid; it can do nasty things to skin and clothing.

---CUT OUT AND KEEP--->

G.F.BENNETT
Established 1930 & Co.Ltd

12 IRONMONGER ROW, COVENTRY CV1 1FD

(0203) 57441

A New Deal for MOTORCYCLISTS

RIDER INSURANCE

allows you to ride ANY bike
up to the c.c. limit chosen

up to 20% no claims discount

10% discount for FEMALES

1st class CLAIMS SERVICE 1st class ADVICE

LOW RATES

THIRD PARTY FIRE AND THEFT

AGE	NO CLAIMS DISCOUNT	0 to 75cc	76cc to 125cc	126cc to 225cc	226cc to 350cc	351cc to 600cc	601cc to 900cc	Unlimited
16–17	NIL	40	98	100	155	308	–	–
	1 year	36	90	94	140	295	–	–
18–19	NIL	40	92	98	133	284	–	–
	1 year	36	83	88	120	256	–	–
	2 years	34	78	83	113	241	–	–
	3 years	32	74	78	106	227	–	–
20	NIL	28	78	84	110	180	–	–
	1 year	27	70	76	100	170	–	–
	2 years	25	66	71	99	161	–	–
	3 years	24	62	67	94	151	–	–
21	NIL	26	72	72	100	158	216	–
	1 year	25	65	67	90	156	194	–
	2 years	24	61	65	85	150	184	–
	3 years	22	58	62	80	141	173	–
22–24	NIL	25	51	53	78	124	155	–
	1 year	22	46	48	70	110	146	–
	2 years	21	44	47	68	105	138	–
	3 years	20	42	45	64	99	130	–
25–29	NIL	20	28	31	37	59	79	109
	1 year	18	25	28	31	53	71	98
	2 years	17	24	26	30	49	67	93
	3 years	16	22	25	29	47	60	87
30–70	NIL	20	26	28	33	54	76	99
	1 year	18	23	25	30	48	68	85
	2 years	17	20	24	28	46	65	83
	3 years	16	19	22	26	43	61	79

The above rates do not apply to London, Glasgow, Manchester, Merseyside, Edinburgh, Lanarkshire, Renfrewshire, Musselborough. For these areas phone or write for a competitive quote. We regret we cannot provide cover for N. Ireland.

Rates are for persons with a clean Driving Licence (Full or Provisional Licences)

NO CLAIMS DISCOUNT allowable even if your present policy does not allow N.C.D.

EVEN LOWER RATES
may be available if you specify the bike

Telephone, call or write for further details. Instalments are available.

(0203) 57441

G.F.BENNETT
Established 1930 & Co.Ltd

12 IRONMONGER ROW, COVENTRY CV1 1FD

Members of the British Insurance Brokers Association

<---CUT OUT AND KEEP---

'INSIDE YOUR BIKE'

2 FREE HOW IT WORKS POSTERS

Featuring

Brakes, tyres and suspensions – inside the July issue of the new look Mechanics

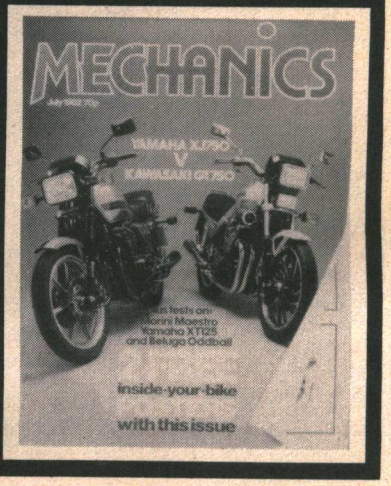
Plus

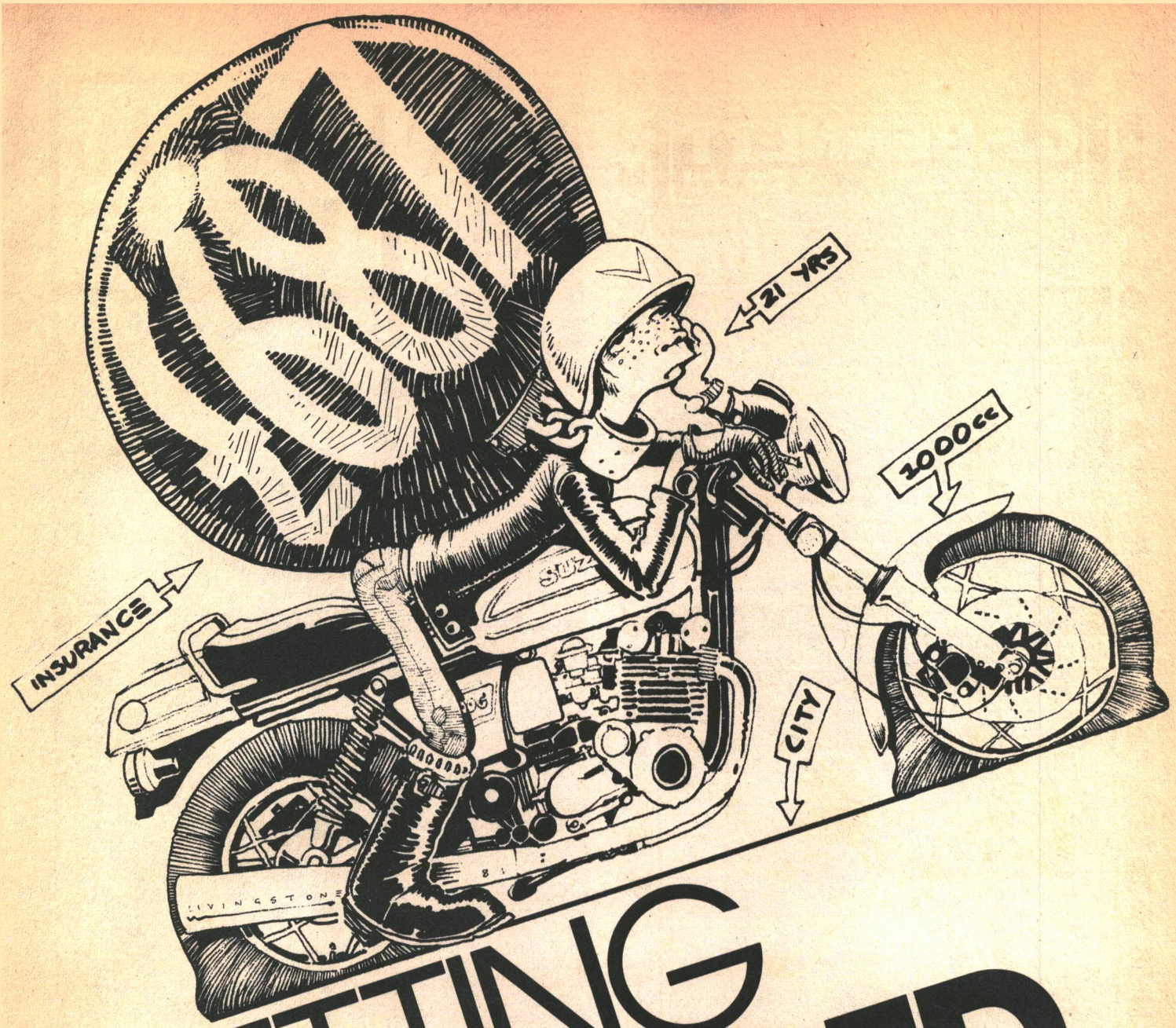
Road tests of the Yamaha XJ750, Kawasaki GT750, Morini Maestro 500, Yamaha XT125 and Yamaha Beluga 80. Tune-up a Triumph 650. The world's biggest Soft Luggage Review. And boot made for riding.

Look for the Mechanics folder at your newsagent – including your copy of Mechanics and two free posters.

IF YOU'RE NUTS ABOUT BIKING BOLT OUT AND BUY MECHANICS

ON SALE NOW!





GETTING COVERED

'RIGHT LIE BACK ON THE COUCH SIR. Now, you say you're a 17 year-old musician with a bad accident record, a drunk driving conviction and you want to insure a 1300cc megajap bike. When did you start having these delusions . . .?' Fact: the size of bike you want is usually restricted by the insurance cost.

IT'S A BRIGHT SUNNY SPRING DAY and you're in Messrs Polish & Grabbit's motorcycle emporium where they've row upon row of brand new 1000cc superbikes, their tinsel glittering under the neon signs proclaiming massive discounts. You establish in a preliminary skirmish with the spotty salesman that a reasonable trade in on your 250 Dream would cover the HP deposit; you even reckon the monthly repayments would still leave enough readies for the increased fuel bills and inevitable tyre wear. Next problem: Insurance.

'Ah yessir. 21 years old, fully comp insurance – have to for peace of mind and the finance co, don't we – in London. That's £687, please.

'Have you any convictions or accidents, by the way, 'cos that'll bump it up just a little.'

£687 doesn't seem possible does it? But that's what Norwich Union, one of our most respected and biggest motorcycle insurers, will quote. Other companies don't even want to know. They'll say 'refer to head office'. At that just start walking sunshine 'cos heart attacks will only make the premium even higher.

Fact is, young (ie under 25 years) bikers are bad news for insurers, especially on big bikes. What they really like are middle-aged men on mopeds who never do anything wrong and just pay up each year. It's to ▶

Norwich Union's credit that they can even stay in the motorcycle insurance market, according to some people in the industry.

Getting the lowest insurance quote isn't necessarily a case of ringing every broker in Yellow Pages, though it's worth checking a few. Often the best recommendation comes via word of mouth, ie a mate or the bloke you're buying the bike off. It's worth checking special low rates for non-Japanese bikes, if you've an MZ, CZ, Jawa or British bike but don't expect sympathy if your iron is Italian or German. What allows insurance companies to charge less for obscure East European bikes, or obscure East Brum bikes, is low spares prices and lower total value.

Devitt DA operate such a scheme and the AA's Insurance Service premium structure also favours machines of low monetary value in certain categories. Devitt DA operate a separate set of rates for Hondas, supposedly because Honda charge less for 'damage prone' spares thus reducing claims bills. Kawasaki have negotiated exclusive insurance cover but only for 18-year-olds and over, who hold a full bike licence. Compared with Devitt's standard rates K-Cover's are very attractive though there are hidden restrictions: if your bike isn't kept overnight inside or under roofed cover, then add £30 to the premiums quoted in our chart. There's also fairly hefty damage excesses too – £150 on own damage, fire or theft. This is the amount you have to pay before being able to claim back from the company.

It's worth exploring all the loopholes in the premium structure and our chart only covers a few. There are just so many permutations that we'd need the whole magazine, two issues running, to print the lot and then it'd be out of date.

When you believe you have got a good deal, however, it's a good idea to stay with that company unless their rates become vastly uncompetitive. There's an element of goodwill built up between long-standing insured and insurer that could make all the difference when finally processing a claim or, more happily, trading in your 125cc Bantam for a 1300cc Kawasaki. Some other companies might just not want to know you at such a time . . .

No Claim Discounts are The Biz in the car world where up to 65% of the basic premium can be knocked off after five years of claim-free motoring. In the bike world, the smaller numbers and 'constantly shifting profile' make it harder for insurance companies to offer such discounts. Norwich Union reckon they keep their overall premiums lower by reducing paperwork to a minimum – avoiding complications such as NCD and registration numbers. Their Rider Policy is unique in that you can ride any bike within the capacity class you originally stated (and paid for) when taking out the policy. You can also ride bigger bikes but then you'll only have the minimum Third Party Only cover.

We were going to incude the BMF's insurance scheme in the chart though you have to be a paid up member to participate. You can only obtain a quote by completing the form available from the BMF since their insurers won't deal over the phone. In fact, they won't do anything over the phone, despite this being the late 20th Century when mankind has become used to weird and wonderful electrical devices, 'We can't divulge such information over the phone,' said the lady when we requested quotes to insert in the table. This same phrase was repeated in answer to every question put to her.

Despite this rebuff, the BMF scheme is cheap for certain categories of riders, those who don't have accidents.

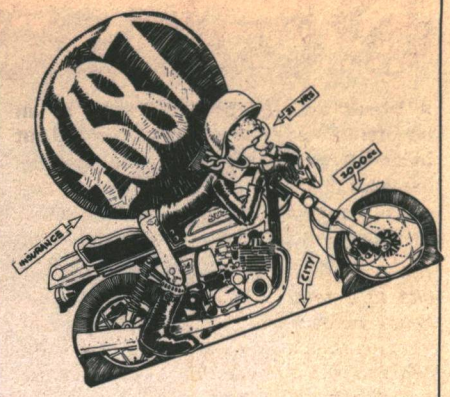
Factors taken into consideration when companies quote a premium are age, area you live, occupation (musicians and other entertainers get clobbered), scope of cover, number of riders, age of bike, engine capacity and vitally, whether you've ever had an accident or been convicted for a motoring offence other than parking.

It's unwise to get cut and deny either. Sure you can con a certificate of insurance (as required by law) out of them but come the day you smack into someone you'll be in dead trouble. When they see the endorsement on your licence – and it's bound to come out sometime during the claim procedure – then they can throw the claim out. If you've caused any personal injury, such as to the passenger on your bike, then *you*, not the insurance company, could be paying for it for the rest of your life. Personal injury claims can be huge with sums of £50,000 and above not unknown.

If there's been a genuine mistake, however, and you think you're being hard done by, contact the British Insurance Association at Aldermary House, Queen St, London EC4. They've agreed a code of practice with the companies to cover such disputes.

If you're unlucky enough to be involved in a crash with a car you're at a disadvantage straight away. Possibly you're in a state of shock and maybe injured. The belligerent car driver bears down on you and will try and get you to admit to doing 80 in a 30mph zone. While you're getting up or being picked up, the car driver could be getting witnesses. Give your name, rank and number, that's all unless there's a policeman there, in which case you must also give date of birth. Get the other driver's details!

If you had fully comprehensive cover, often insisted upon by HP companies for the first year of ownership, then your own insurers will pay up regardless of who's to blame. If the accident was your fault then it'll affect the premium on renewal. Sometimes you might just lose the No Claims Discount.



First step after the accident is to get an accident report form from your broker. Never accept a third party's offer to pay for repairs at this stage. He'll almost certainly change his mind when he sees the size of the bill. Complete the form as soon as possible and if you do settle privately you can always say the form is 'for information only'.

When claiming through your own insurer, send in an estimate quickly. If an inspection by the company is deemed necessary by their claims dept, their engineer will contact you to arrange a date and it saves a lot of time if you give a phone number where you can be reached during office working hours. Once the repairs have been authorised – or a write-off is agreed – then the job can be done and the invoice sent directly from the dealer to the insurance co.

If the accident wasn't your fault check that your insurers are recovering their losses from the Third Party's insurers. Obviously this is in their best interests too but it'll help your next renewal premium if they do make recovery. Remember, they weren't at the accident scene and can only decide on info on your report form – and from any witnesses' statements.

That's on fully comp but with limited cover such as Third Party Only or Third Party Fire & Theft it's always a gamble. You might hit a six foot deep puddle, swerve to miss a dog or have a tree jump into the road.

If there is a guilty third party you've several ways to recover your losses. You can fight direct which is often difficult, frustrating and slow. You could employ a solicitor but they're also difficult, frustrating, slow and expensive. They have to be consulted though if you're claiming for personal injury.

Members of the AA or RAC can request them to act for you. Brokers may help but many have found it uneconomic unless it's a straightforward case.

The first step is to get an estimate for repairs. Next write to the third party (never bother to phone, everything with him or her has to be in black and white). If you've found out who his broker or insurance company is, write to them instead, including the policy number if you know it – without that, many companies can't trace their insured.

Ask the insurers for an urgent 'Without Prejudice' inspection of your bike if it's badly damaged. This allows the insurers to check your estimate without admitting liability. Again, if they can contact you by phone it saves time.

Once the inspection has taken place, repairs can go ahead but you will have to pay the bill. It's up to you to send them a copy of the bill as 'documentary evidence' – they won't just take your word for the cost of the repair. The reasons why you hold the insured responsible should be clearly stated and if you're lucky enough to get a witness, ask him (or her) for a brief statement. Send one copy to your own insurers (who may be

INSURANCE: THE FACTS

IF YOU RIDE A BIKE IT'S GOTTA BE insured; that's the law. There are four basic insurance groups, listed here, which give different amounts of cover depending on how much you want to spend.

Act only is the legal minimum and should be avoided. It covers claims from people only (including passengers), but not their property. So if you ride into a cyclist the insurance company would recompense him, but he would have to try and get you to pay for his bike repairs through the county courts.

Full third party costs only slightly more than Act only, but covers you against all claims. It doesn't, of course, cover your own bike.

Third party fire and theft gives full third party cover plus compensation, as the name suggests, if the bike goes up in flames or someone swipes it.

Comprehensive cover will be insisted upon by a finance company if you're buying the bike on HP. It covers just about everything (look at the small print to make sure). It's expensive, but worthwhile if you've got even a reasonably decent machine.

Q&AQ&AQ&AQ&AQ&A GETTING COVERED

A friend had his bike damaged in an accident. The repair work was carried out by a dealer and now the insurance company has said that he must pay 20-per-cent of the bill because of the 'betterment' clause. What's this?

The argument is that fitting a lot of new bits to a tatty bike increases its value. Policy holders are not allowed to profit from insurance claims, so the 20-per-cent demand is to balance the books to restore the bike to its 'as-was' condition.

If I 'm involved in an accident and can prove with the help of witnesses it was not my fault, will my No Claims Bonus be affected?

Sadly, yes. You have to realise that the NCB is a No Claims Bonus and not a No Blame Bonus. That car might have pulled out in front of you and caused the accident, but you're still making a claim and putting the ponderous machinery of the insurance company into action.

If your insurer can recover the full cost of the action from the car driver your NCB may not suffer – but don't bank on it.

My father's car insurance covers him for his own vehicle and others not belonging to him (with the owner's permission). My bike insurance, however, is for that one machine only. How can I get covered if I want to ride friends' bikes?

The traditional method of insuring a bike is with a Specified Cycle Policy. Get your broker to shop around because the Norwich Union have their Rider Policies, allowing you to ride other bikes. There are restrictions, of course, like you won't be able to insure your moped with a Rider Policy and expect to ride someone else's 1300cc Kawasaki fully comp.

I've some expensive accessories on my machine and wonder if the insurance company would pay up if they were stolen?

Yes and no. Check with your broker for details, but they will probably only be covered while on the machine and if the bike is stolen at the same time.

If I'm on private property and have an accident with a parked car will my insurance company pay out as I'm not on the public roads?

Yes, your cover extends to 'public roads and elsewhere' except for Act Only insurance where it may be limited.

I'm in dispute with my insurance company about my No Claims Bonus. We've reached deadlock and I wonder if I can take my case elsewhere?

You can appeal to the Insurance Ombudsman at the Insurance Ombudsman Bureau, 31 Southampton Row, London WC1B 5HJ. But do so within six months of total failure to agree.

I've been passengering an 'L' rider while my own machine is out of action. Am I fully covered against injuries?

Yes, assuming the 'L' rider is insured. Even though you are a voluntary passenger, you still have all the rights of a third party and can sue the rider if injured in a crash.

I belong to my firm's sports club and want to take part in some treasure hunt type rallies. They involve map-reading and cryptic clues to find each check point and there will be a time-limit. Is my ordinary insurance policy adequate for this?

Probably not because if you read the small print on the certificate it'll probably exclude racing and other competition.

My comprehensive policy runs out soon and it will be difficult for me to renew it right away. Is it true there's a 14-day period of 'grace' before the policy expires?

Your insurer might offer this, but it will almost certainly be third party cover only.

Does my comprehensive policy cover me against medical expenses resulting from an accident?

Up to a point. Most policies have a gruesome little check-list of the number of arms, legs, eyes and the permutations of the loss of which will result in some compensation. However, the compensation is not all that high and it's well worth taking out a special accident policy.

AT LAST
A QUALITY MAGAZINE FOR THE OFF-ROAD ENTHUSIAST

DIRT BIKE Rider

Each issue brings you superb colour pictures and interesting, informative articles on your sport.

MOTO-CROSS
ENDURO
TRIALS

On sale every 2 months ask your newsagent to reserve you a copy.

BMW TOTALCARE FLEXIDEAL

There are as many views on what constitutes a 'good deal', as there are potential buyers. So, for the next few months the choice of deal is yours–yes!

YOU PICK THE PACKAGE THAT SUITS YOU:

0% finance on your new BMW Bike?
or A free set of BMW leathers?
or Free BMW panniers and accessories?
or An extra few hundred ££'s on your part-exchange?
or A good cash discount?
or Any combination of the above options?

Why not ring us and talk about it–the only thing that will surprise and delight you is just how flexible we can be!

Telephone:
Arthur Burton on Bristol (0272) 770411 Ext. 228

WELCH BIKES
AVON STREET, BRISTOL BS2 0PZ

THE ULTIMATE RIDING MACHINE

GETTING COVERED

dealing with a similar claim from the third party) and another to the other bloke's insurers. This'll save undue harrassment of witnesses.

Finding the ready cash for a big bill may be difficult so if you can't afford it, ask the dealer for 'pro-forma' invoice – once the insurers have agreed to pay, then the dealer can proceed with repairs. Don't expect charity from a dealer though – 'it can take months to get our money back,' said main Honda dealer Ian Tay of Mocheck.

At this point they might write back and 'repudiate liability'. Stay cool, they're just trying to shake you. Repeat your reasons for holding their insured responsible and rack your brains for any additional evidence. Find out whether the police are prosecuting the other guy (but be wary if they're also doing you).

They might offer a compromise settlement of, say, 50-50. Be careful because if you accept, you're admitting you're half to blame. They might also offer a smaller amount in settlement and suggest you take it or leave it. – so much in hand now or possibly nothing later. Don't fall for that as they're just trying to get off lightly.

Frequently, even with comprehensive cover, there are losses you must recover yourself. There's the excess not covered by the policy, usually the first £25 but sometimes as much as £150, and any damaged personal effects such as clothing, crash helmet, watches, dentures or specs. You can also claim for bus or train fares incurred because you're deprived of the bike. Any time off work because of injury can be claimed but you'll need a letter from your employer stating the gross and nett loss of earnings. You must prove that the time off work was solely caused by the accident.

If disaster strikes and your bike is written off, whatever cover you have and no matter who you're claiming from, you'll have a struggle to get the full insured value. The insurer's idea of 'market value' often differs from your own. It's worthwhile arguing about the figure for a short time but don't be too pedantic – while you're arguing, prices for a replacement will be going up.

The main difficulty in recovering losses from any third party's insurers is the Third Party himself! He can refuse to pass on your letters to his insurers for no other reason than he's stupid and pig-headed, or absent-minded or even genuinely believes he's in the right.

The trouble is that if he does not complete a claim form (as he's required to by his own policy conditions), his insurers will not grant him indemnity. This means you've got to get your money back from him and you could well have to take him to court. This can be expensive and slow unless the amount is less than £2000 when you can try the Small Claims Court which you'll get details of at your local County Court.

Occasionally, you might get a real bad 'un who'll give a false name and address so get his vehicle's registration number. If the worst comes to the worst, the number can be traced through the DVLC in Swansea for a small search fee. More often they try giving the wrong number in their street (easier to claim 'confused' if there's any comeback) so if your letter marked number 2 comes back 'unoccupied' try number 12. It's also worth trying Directory Enquiries.

If your bike is written off, don't forget the tax disc on which you can get a refund.

Third Party Only (TPO) cover is hardly worth considering since bike thefts – especially in big cities – are an increasing problem. The procedure here is that both the police and insurers wait six weeks before they consider the bike won't turn up. And if it does resurface it could well be a write-off and a total loss offer is made to you. The insurers will, after an unspecified time, need your registration document and certificate of insurance. If the bike does turn up undamaged tell your broker or insurance company straight away so the claim can be withdrawn.

Finally, in every sense of the phrase, don't drink, ride and get caught out. It isn't just the ban and the fine plus subsequent hassle of having no transport but when you do get your licence back you'll find it near impossible to get a sensible quote for insurance. No one will want to know – a typical case of the establishment getting together to piously condemn something which, in their private lives, they condone.

	17 YEAR OLD				21 YEAR OLD						25 YEAR OLD					
	100 cc		250 cc		250 cc		400 cc		1000 cc		250 cc		400 cc		1000 cc	
	TPFT	COMP	TPFT	COMP	TPFT	COMP	TPFT	COMP	TPFT	COMP	TPFT	COMP	TPFT	COMP	TPFT	COMP
Devitt DA	105	175	349	581	180	300	238	396	-	-	109	181	129	215	195	324
Devitt DA HONDA ONLY	91	151	303	505	157	261	216	360	-	-	95	157	117	195	177	294
Devitt DA CZ, MZ & BRITISH ONLY	78	129	258	430	134	222	184	306	-	-	81	134	100	166	150	250
Norwich Union	51	148	175	328	158	320	230	437	381	687	51	124	74	226	121	345
Excess	68	197	210	-	143	331	191	469	215	600	82	213	109	301	121	386
Gen Accident	63	192	266	574	175	478	R	R	R	R	66	144	R	R	R	R
K. Cover KAWASAKI ONLY	*140	290	*188	380	*140	240	*280	350	*260	450	*125	170	*125	200	*125	300

The premiums in the chart above were correct at press time (June 1982) and are basic premiums for the London area. Certain other major cities, like Liverpool, Manchester and Glasgow are rated the same, but smaller towns and country areas are cheaper. Norwich Union have only two areas away from London, they're as much as 36 per cent cheaper. Devitt DA have a smaller difference but with three areas; approx 6 per cent cheaper in small towns and between 15-20 per cent cheaper for rural areas.

We had hoped to be definitive and say 'this company is The One to go for'. Unfortunately, it hasn't worked that way – you've still gotta do the legwork unless you know a hot broker. Check all the small print – there are extras lurking such as with the Excess Co. who'll surcharge £25 for bikes valued between £1000-1400, £50 for value £1401-2500, and £75 for value £2501-3499. Over £3500 they won't cover.

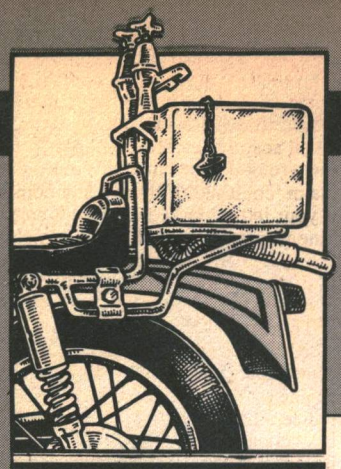
No Claims Discounts vary from zero with Norwich Union, 10-25 per cent, with excess, 20 per cent with Devitt, 15 per cent with K-Cover, zero with General Accident 10 per cent with Provincial.

'R' in the chart means refer and that means the head office has to be consulted in each case.

The premiums quoted are only for Social, Domestic and Pleasure use which does allow personal business except that with some companies you're not allowed to have a business. For instance, professional riders such as despatch riders aren't covered under Devitt's normal SD & P policy though they would be under GA's.

Devitt deal solely through brokers and there is a 'brokers fee' of £2.50 on all prices quoted.

**Kawasaki do not provide TPFT, but Third Party only. They also offer a reduced rate 'Economy' Comprehensive with £500 excess.*



ACCESSORIES

SCREEN TEST

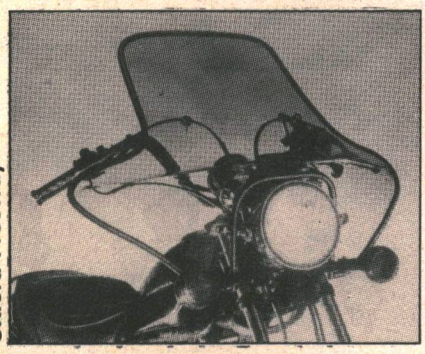
TAKING REFUGE BEHIND A screen or fairing on your bike really can make all the difference between arriving at the end of a long journey feeling fresh – or utterly knackered from constant battering by The Gale.

Handlebar-mounted screens have been a popular aftermarket fitment in the States for years, and are now appearing on a lot of bikes in this country. We've tried four of the best-selling screens to find out what sort of protection they offer the rider and passenger, how easy they are to fit (and fitting time), plus how they affected the all-important fuel consumption.

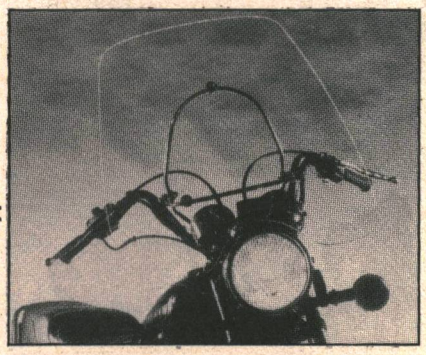
Test machine was a Honda 250N, with average height rider and passenger. Obviously taller riders will experience less protection.

After fitting each screen the Honda was taken round a predetermined test route, with sections of 30, 40 and 70mph riding to check protection and measure fuel consumption.

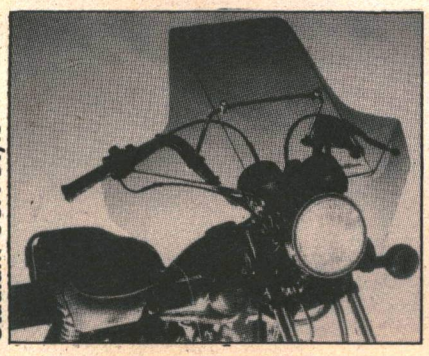
You'll see that the screen sizes vary between the different makes, and allowances have to be made accordingly. Although we could have tried to get them all approximately the same size (most manufacturers have a range), we thought it worthwhile including some of the different types available. So it's not a direct comparison test as such, more a way of showing the degree of protection and fuel consumption you're likely to achieve with different size (and price) screens. ▶



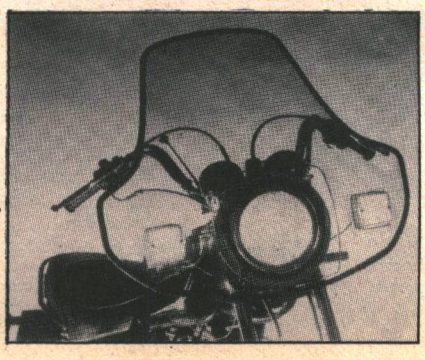
Oxford Freeway



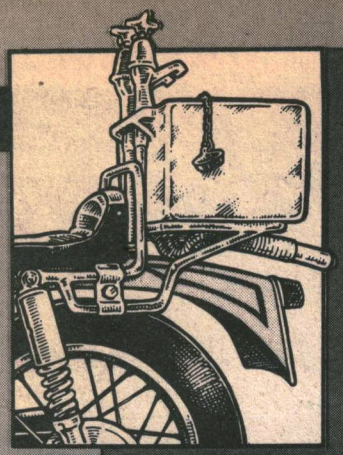
Rickman Type 17



Stadium USA Style



Speed 7 Super DeLuxe



ACCESSORIES

SCREEN TEST

Screen: Oxford Freeway. Tinted

From: Oxford Fairings Ltd., North Hinksey Lane, Botley, Oxford OX2 0QU. Tel: 0865 727222

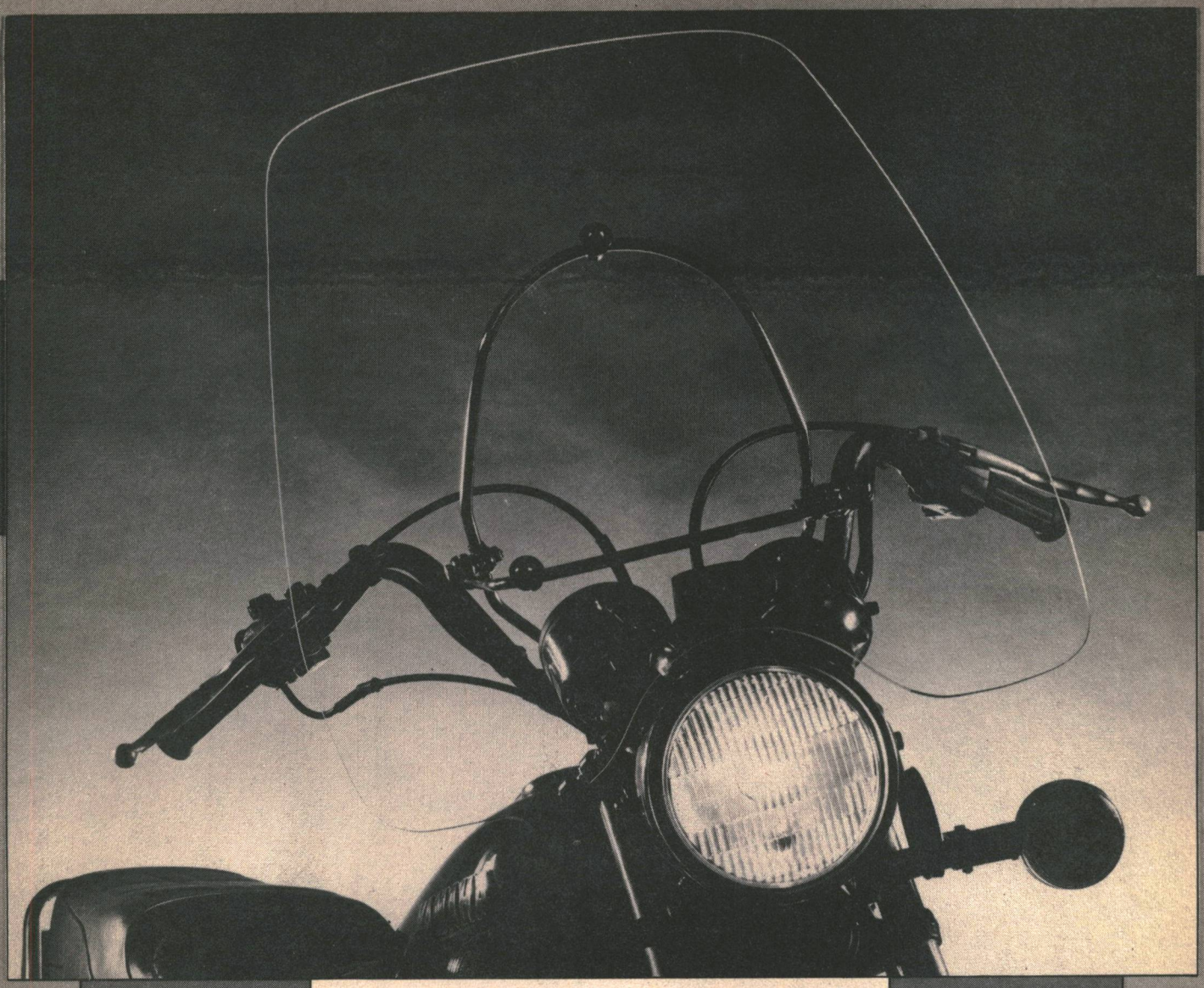
Price: £56.90, inc VAT

Fitting time: 44 mins

Fuel consumption on test route: 51mpg

Wind protection: Rider fair, pillion fair

Comments: Good fixings, tough screen. The instructions included two exploded diagrams which made this the most attractive for the novice spanner user. Oxford say that the acrylic material from which the Freeway is made is at least 20 per cent thicker than some other types. A clear version of the Freeway is also available at over £3 cheaper. The screen we used is suitable for most bikes, but there are certain specific kits available including one for the CX500 Honda.



SCREEN TEST

Screen: Rickman Type 17 Clearway. Clear

From: Rickman Motorcycle Accessories Ltd., Stem Lane, New Milton, Hants BH25 5NW. Tel: 0425 613838

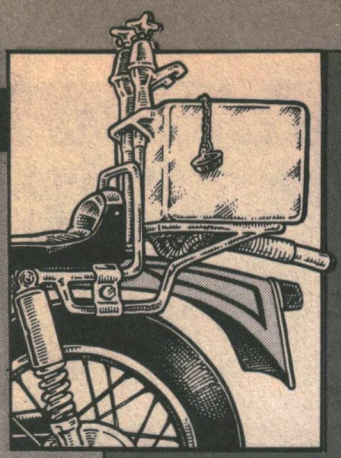
Price: £49.26 inc VAT

Fitting time: 35 mins

Fuel consumption on test route: 46 mpg

Wind protection: Rider fair, pillion some buffeting of head and shoulders

Comments: Very good fixings and screen quality. Best range of adjustment. Rickman also produce a smoked version of the Clearway, which is slightly more expensive, but their Development Engineer, Will Gray, recommended the clear one as the best all-round proposition. This screen is smaller than the rest, consequently giving reduced protection, but Rickman list larger versions in the catalogue. Universal fitting.



ACCESSORIES

SCREEN TEST

Screen: Stadium USA-Style. Tinted

From: Stadium Ltd., Queensway, Enfield, Middlesex EN3 4SD. Tel: 01 804 4343

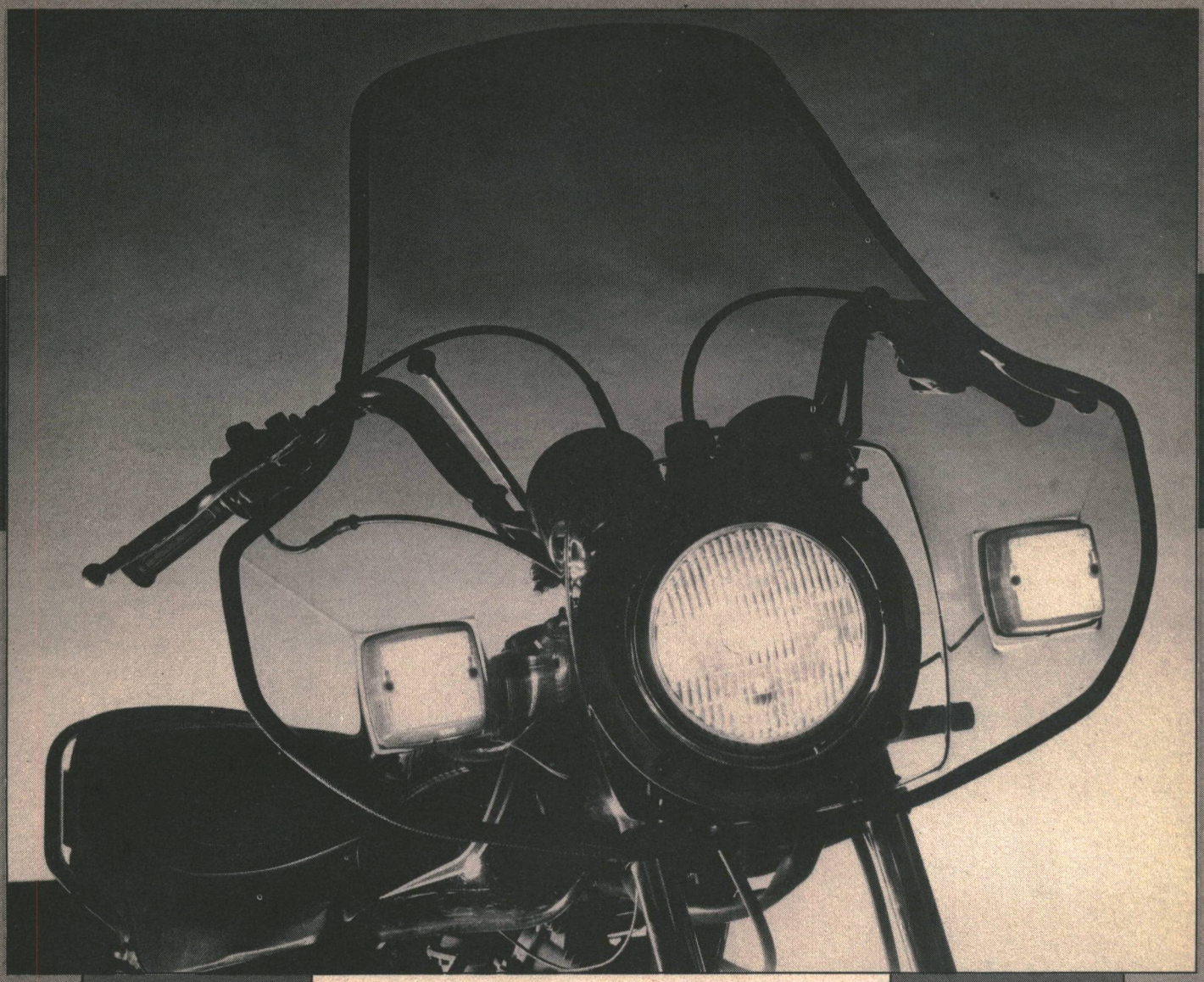
Price: £59.34 inc VAT

Fitting time: 47 mins

Fuel consumption on test route: 52mpg

Wind protection: Rider good, pillion good

Comments: Fairly vague instructions, but quality of fixings on this, the largest screen here, are good. It came out best overall in terms of fuel consumption and, not surprisingly, protection. Position of the lower mountings prevented us refitting the small reflectors either side of the Honda's headlamp without minor modification. Universal fitting.



SCREEN TEST

Screen: Speed 7 Super DeLuxe. Tinted

From: Beemar Ltd., Unit 55, Milton Trading Estate, Nr Abingdon, Oxford. Tel: 0235 834123

Price: £82.19 inc VAT

Fitting time: 18 mins

Fuel consumption on test route: 44.4mpg

Wind protection: Rider good, pillion windy on head

Comments: This well made screen incorporates its own flashers, overcoming the obstruction problem likely to be encountered with some bikes and screens. A 'flasherless' model is also available costing some £28 less. There are also cheaper clear versions. We did not wire up the flashers, which would obviously add to the fitting time. Universal fitting.

The Bike Buyer GOOD DEALS page

A selection of special offers from dealers around the country. Prices correct at time of going to press, but you are advised to check beforehand.

–**MOTORCYCLE CITY** (Farnborough and branches around the country) are selling the Yamaha QT 50 for £257 and throwing in a free £50 voucher for any accessories to go with, as well as free insurance. **Tel 0252 518107.**

–**MOBIKE OF BROMLEY** are offering the Honda CB250RSA for only £698 on the road, and they'll contribute £100 towards the cost of insurance. **Tel 857 2104.**

–At **NORTH COVENTRY KAWASAKI** you can buy a Z650F for £1,495 on the road, or a Z250C for £549 on the road. **Tel 0203 665433.**

–**MIKE DUFFY MOTORCYCLES** in South London **(01 857 3849)** are giving first-time buyers free training for part one of the test.

–Also in South London, **ELITE MOTORS (672 1200)** won't charge you any interest on a new BMW.

–**D F KING MOTORCYCLES** in Tamworth are giving away free road tax and insurance with Suzuki FR50, FS50 and FZ50 mopeds. **Tel Tamworth 3456.**

–**WELCHBIKES OF BRISTOL** have a whole range of deals on new BMWs: 0% finance, or free accessories or free leathers, or cash discounts, or special part-exchange allowances, or even a bit of everything. **Tel Bristol 770411.**

–**MARSTON ENGINEERING** in Derbyshire are offering 10% off bike trailers. **Tel Ashbourne 43291.**

–**OXFORD MOTORCYCLE ENGINEERS** run special one-day maintenance seminars for buyers of Ducatis or Moto Guzzis. **Tel Oxford 726671.**

–**NORTH LEICESTER MOTORCYCLES (Tel Ibstock 60857)** are providing STEP tuition for learners with MZ and small Kawasakis.

–**COBURN AND HUGHES** in Luton are offering the CZ 250 single for £279 and the CZ 250 twin for £299. **Tel Luton 410666.**

–**CARTER ST MOTORCYCLES** in Cambridgeshire have Yamaha RD250LCs for £986 on the road. **Tel 0638 720650.**

–If you buy your bike from **D C BUTLER MOTORCYCLES (0920 870566),** you'll get free safety checks for as long as you have the bike.

–**B&B MOTORCYCLES** of Barnsley are claiming to offer the best cash price around. Find out if it is true by ringing **0226 725000.**

–**ERIC KENNARD & CO** in Sussex put all bikes 'on the road' for free. **Tel Seaford 893669.**

–**AUTOWHEELS OF DARTFORD,** who specialise in mopeds and scooters, are selling the Vespa Bravo for £225 on the road. **Tel Dartford 23165.**

–**GRAHAM JENKINS MOTORCYCLES (Cambridge 243074)** will give 10% off for a cash purchase of any new Yamaha.

–**HUYTON HONDA CENTRE** are giving a free second year warranty with all new Hondas. **Tel 051 489 9779.**

–**COPE'S** in the West Midlands are offering free tuition to beginners and Sickness, Accident and Unemployment credit protection insurance. **Tel 021 429 3501.**

–**GARRATT LANE AUTOS (01 947 6161)** will put the Honda FT500C 'on the road' for a mere £1,199.

–In the South of England, **RAFFERTY NEWMAN** give their customers a 30% discount on servicing charges on new and secondhand machines. **Tel 0705 755125.**

–**WIMBLEDON MOTORCYCLES** provide free training courses to first time buyers and special discounts on the entire Honda range. **Tel 01 543 4908.**

–**ROGERSONS (Wigan 212221)** will put a new Suzuki GSX1100 on the road for £1,999, and have reduced the prices on all their clothing and accessories.

–**HARTGATE OF MITCHAM** claim some of the lowest on the road prices in the UK, for instance the Honda Melody Deluxe for £325. **Tel 01 648 5395.**

–In Somerset, **FURLONG TYRES** offer discount tyres and free fitting. **Tel 0935 25888.**

–For a special deal on a Honda or Yamaha in Leicestershire, try **ROY WOODS** on **Hinckley 637654.**

–**HYLAND CROWE LTD** in Birmingham sell all their trials and moto-x gear at "real discount prices". **Tel 021 373 4426.**

–**CLAREMONT MOTORCYCLES (061 330 3418)** can give free Star Rider training to all first time riders.

–**FRONTIERS MOTORCYCLES,** the Suzuki specialists in South London, give free Star Rider training to all new bikers. **Tel 01 540 7774.**

READER INFO SERVICE

If you would like further details on any of the products or services advertised in this issue (and to save you the trouble of contacting them all separately!), simply complete the coupon and send to:
Bike Buyer Reader Information, 7-11 Lexington St., London W1R 4BU.

Tick where appropriate – try and limit yourself to 7.

MOTORCYCLE MANUFACTURERS
- ☐ Honda
- ☐ MZ
- ☐ Neval (from Spring Issue)
- ☐ Serveta

CLOTHING AND HELMETS
- ☐ Derri Boots
- ☐ John Brown Wheels
- ☐ Motorcycle World
- ☐ Stephens (from Spring Issue)

ACCESSORIES AND EQUIPMENT
- ☐ Boyer Brandsen Ignitions
- ☐ Dunlop Tyres
- ☐ GP Fairings (from Spring Issue)
- ☐ Mel Lemoto Cafe Racers (from Spring Issue)
- ☐ Rickman
- ☐ Spares 'n Repairs
- ☐ Squire Sidecars
- ☐ Stuart Aerodynamics

SERVICES
- ☐ G.F. Bennett Insurance
- ☐ C.J.D. Law Insurance
- ☐ R.I.G.P. Finance (from Spring Issue)

NAME _____ ***AGE*** _____

ADDRESS _____

I do/do not have a bike at the moment. It is a _____

IDENTIFYING WHICH British classic suits you is easy if buying and riding one is a trip down memory lane. But even re-treads may may be out of touch with current prices and the availability of spares.

Our price guide to British classics since 1950 will help you to select a good buy because it not only contains production dates but also vital performance and price details. The short comments describing each model are intended to characterise the bike as well as warn you of its reputation for reliability.

One of the most vital thjngs to consider when selecting a 30-year-old motorcycle is spares availability. Strangely, it is possible to obtain spares for obsolete British motorcycles more easily than items for current Japanese ones if you live in the right place. But beware of machines devoid of cycle parts like mudguards and toolboxes which are invariably hard to locate.

Restrictions on space prevent us from a more detailed analysis of models – various important changes may be covered under one heading – and the prices quoted should be taken as upper and lower limit indicators for bikes in good (but not concours) condition.

Finally, if we've left out your favourite machine, do drop us a line . . .

Peter Watson

AJS/MATCHLESS

AJS Model 14/Matchless G2 (1958-1966): £250-£400. Ohv singles. 70x65mm, 248cc, 18bhp. Weight 330lb, 82mph, 66mpg. One of AMC's 'lightweight' singles: boring.

Model 8/G5 (1960-1966): £250-£600. Ohv singles. 72x85.5mm, 348cc. Weight 340lb. AMC 'lightweight' singles like these command far less attention than the older 'heavyweights'.

Model 16/G3 (1946-1966): £450-£650. Ohv singles. 69x93mm, 347cc to 1962 then 74x81mm, 348cc, 18bhp @ 5750 (1955). Weight 375lb. Solid, reliable transport.

Model 18/G80 (1946-1966): £450-£700. Ohv singles. 82.5x93mm, 498cc, 24bhp @ 5500 to 1962 then 86x85.5mm, 498cc. Weight 403lb, 82mph, 52mpg. A good buy.

Model 20/G9 (1949-1961): £350-£650. Ohv parallel twins. 66x72mm, 498cc, 29bhp @ 6800. Fairly ordinary vertical twins with valve train and bottom end failings.

Model 31/G12 (1959-1966): £500-£750. Ohv parallel twins. 72x79.3mm, 646cc, 40bhp. Weight 420lb, 95mph, 51mpg. Most popular today: Matchless G12CSR. Owners' club. Spares situation good.

ARIEL

Colt (1954-1960): £100-£200. Ohv single. 60x70mm, 197cc, 10bhp @ 5600. Weight 270lb, 65mph, 75mpg. Rare lightweight that failed to achieve success of similar Triumph and BSAs.

Leader (1958-1965): £250-£550. Two-stroke parallel twin. 54x54mm, 247cc, 16bhp @ 6400. Weight 330lb, 67mph, 56mpg. The only innovative British 250 produced after WW2. Pressed-steel construction and trailing link forks.

Arrow (1960-1965): £250-£550. Two-stroke parallel twin. 54x54mm, 247cc, 20bhp @ 6650 (Sports Arrow). Weight 305lb, 78mph, 56mpg. Stripped versions of the Leader, the Arrows were 50lb lighter. A 200 version was also produced.

NH Red Hunter (1946-1960): £350-£650. Ohv single. 72x85mm, 347cc, 17bhp @ 5600. Weight 365lb, 75mph, 60mpg. Nicely finished cooking single.

VH Red Hunter (1946-1960): £450-£750. Ohv single. 81.8x95mm, 497cc, 26bhp @ 6000. Weight 375lb, 85mph, 53mpg. Above average 500 single.

VB (1046-1960): £350-£650. Sidevalve single. 86.4x102mm, 598cc, 18bhp @ 4400. Weight 370lb. A relic of the 1920s, mainly used for sidecar work.

KH (1948-1958): £450-£650. Ohv parallel twin. 63x80mm, 498cc, 28bhp @ 6200. Weight 390lb. Comparatively rare Val Page designed twin.

FH Huntmaster (1954-1960): £650-£850. Ohv parallel twin. 70x84mm, 646cc, 35bhp @ 5600. Weight 410lb, 98mph, 50mpg. BSA A10 Golden Flash with Ariel name on cases.

4G Square Four (1946-1960): £1200-£1700. Ohv four. 65x75mm, 997cc, 42bhp @ 5800. Weight 485lb, 102mph, 47mpg. Smooth, tireless and ultimately reliable. Owners' club. Spares situation fairly good.

BSA

D1 Bantam (1948-1963): £150-£300. Two-stroke single. 52x58mm, 123cc, 4.5bhp @ 5000. Weight 167lb, 46mph, 112mpg. Best-loved British lightweight: run forever.

D3 Bantam Major (1954-1957): £150-£300. Two stroke single. 57x58mm, 148cc, 5.3bhp @ 5000. Weight 183lb. First stage in the bigger and faster process. Swing arm suspension from '56.

D5 Bantam (1958): £150-£350. Two-stroke single. 61.5x58mm, 173cc. More power, slightly less utilitarian.

D7 Bantam (1959-1966): £150-£350. As D5. Weight 214lb.

D10 Bantam (1966-1967): £150-£350. As D5.

D13 Bantam (1966-1967): £150-£350. As D5 but four-speed gearbox.

D14 Bantam Bushman (1966-1967): £150-£350. As D13 but upswept exhaust, studded tyres give it an off-road look. Quite a rarity.

D14/4 Bantam (1968-1971): £150-£350. As D5, but 13bhp @ 5750. Early models had an horrific reputation for mechanical disaster, later cured.

B175 Bantam (1968-1971): £200-£400. As 14/4. With the D1, probably the best of the Bantams, fast and reliable.

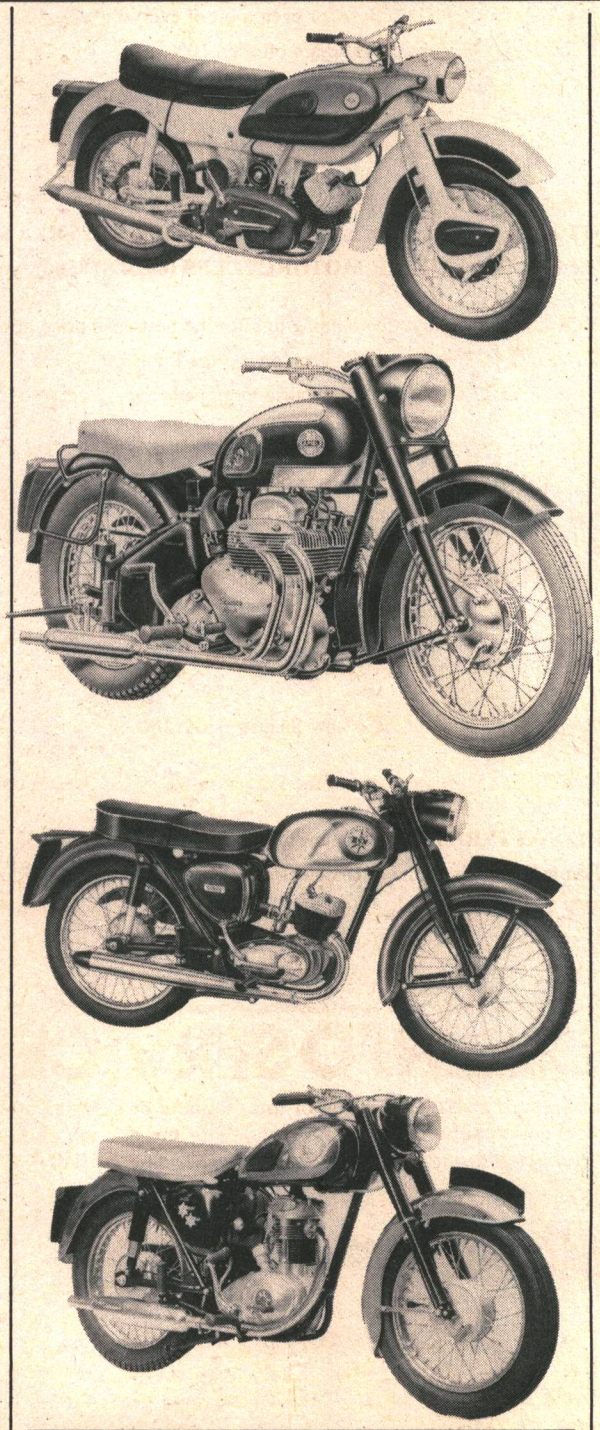
C10 (1946-1957): £150-£250. Sidevalve single. 63x80mm, 249cc, 8bhp @ 5000. Weight 318lb, 56mph, 76mpg. Moderately attractive slowcoach.

C11 (1946-1955): £150-£250. Ohv single. As C10, but 11bhp @ 5400. Weight 320lb. C11G is four-speed. Rather pleasant.

C12 (1956-1958): £150-£350. As C11. Again, apart from top-end lubrication inadequacies, a pleasant machine.

C15 (1959-1967): £200-£500. Ohv single. 67x70mm, 249cc, 15bhp @ 7000. Weight 320lb, 71mph, 70mpg. Mediocre handling, liability to big-end failure.

SS80 (1961-1966): £200-£500. Ohv single. As C15,



From the top: complete contrast, Ariel's pressed steel framed Arrow and the earlier 4G Square Four. BSA Bantam D14/4. SS80, 'sporting' version of the BSA 250cc C15.

but 80mph. Sport Star version of 250 is massively under-braked.

B40 (1960-1965): £200-£500. Ohv single. 79x70mm, 343cc. Disastrous enlargement of C15 palmed off on British army. Pretty awful.

SS90 (1962-1965): £200-£500. As B40, but 90mph. Poor brakes, suspect handling, bottom-end and gearbox weaknesses.

M20 (1945-1955): £300-£550. Single. 82x94mm, 496cc, 13bhp @ 4200. Weight 420lb. Cheap sidecar and DR haulage.

M21 (1947): £300-£550. Sidevalve single. 82x112mm, 591cc, 15bhp @ 4000. Weight 420lb. The AA Patrolman's Friend, cheap, slow, runs hot.

M33 (1947-1957): £400-£600. Ohv single. 85x88mm, 499cc, 23bhp @ 5500. Weight 372lb. Very ordinary 500 touring single.

B31 (1945-1959): £350-£650. Ohv single. 71 x 88mm, 348cc, 17bhp @ 5000. 72mph, 68mpg.

B33 (1947-1959): £400-£700. Ohv single. 85x88mm, 499c, 23bhp @ 5500. Weight 420lb, 80mph, 53mpg. Best in the late-model duplex frame with alternator electrics.

B32 Gold Star (1946-1957): £800-£2000. Ohv single. 71x88mm, 348cc. Weight 420lb, 91mph, 65mpg. Famous, over-valued, good-looking, scarce.

B34 Gold Star (1947-1962): £1500-£2500. Ohv single. 85x88mm, 499cc, 37.8bhp @ 7000 (1955). Weight 420lb, 110mph, 65mpg. Handsome, over-valued, sulky but still a true classic.

Owners club for Gold Star singles. Spares: fair.

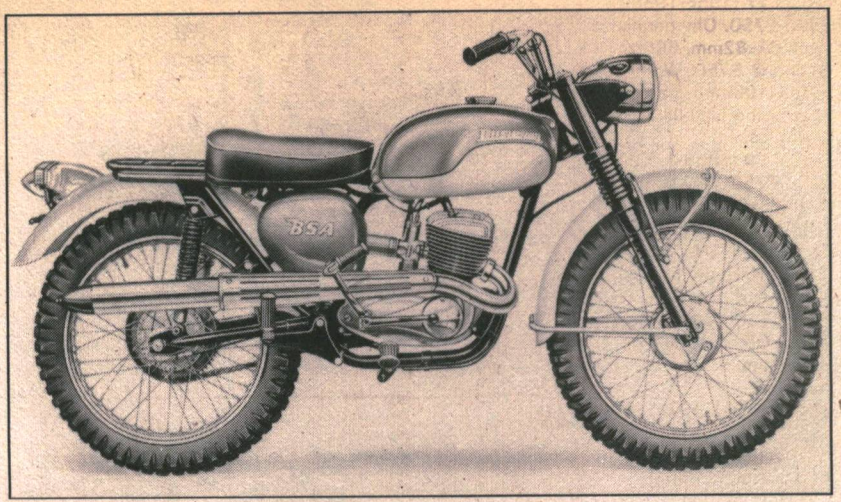
A7 Star Twin (1946-1961): £500-£800. Ohv parallel twin. 66x82mm, 495cc, (to 1950) then 66x72.6mm, 497cc, 26.5bhp @ 5800 (1951), 32bhp @ 6250 (A7SS). Weight 425lb, 85mph, 56mpg. Early models are becoming more popular and price is therefore rising.

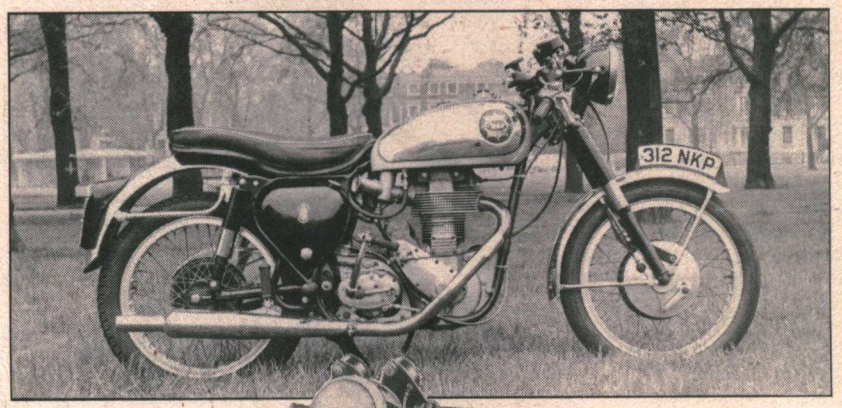
A10 Golden Flash (1951-1963): £500-£950. Ohv parallel twin. 70x84mm, 646cc, 35bhp @ 5500 (Rocket Gold Star 46bhp @ 6250). Weight 415lb, 109mph (1956 Road Rocket; 1962 RGS 103mph), 57mpg. Early Golden Flash and mildly tuned Super Rocket are perhaps the best, but temperamental RGS is most sought after.

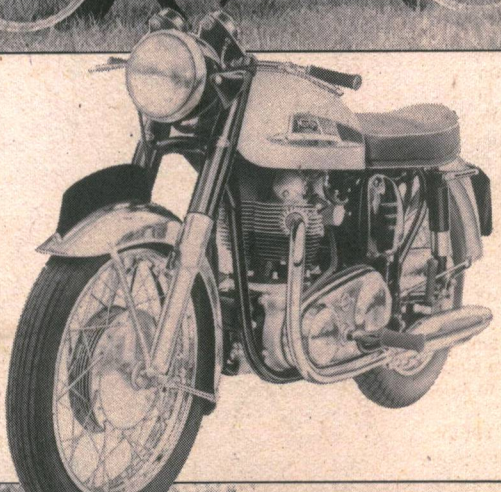
A50 (1962-1966): £450-£700. Ohv parallel twin. 65.5x74mm, 499cc, 28.5bhp @ 6000 (Royal Star 32bhp @ 6250). Weight 420lb, 90mph, 58mpg. Progressively less attractive and popular unit twin.

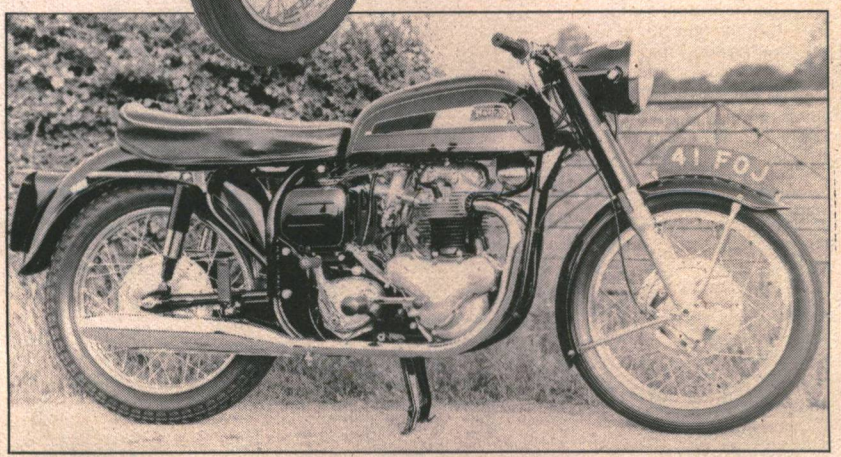
A65 (1962-1973): £450-£800. Ohv parallel twin. 75x74mm, 654cc, 38bhp @ 5800 (Spitfire 56.5bhp @ 7250). Weight 423lb, 110mph (1967 A65L Lightning), 55mpg. Large unit twin became progressively harsher and less pleasant as bhp increased. Oil in frame models uncomfortable.

Owners' club. Spares: good.









From the top; Early trail bike, the BSA Bantam Bushman. Probably a real 'classic', BSA's Gold Star. 750cc powerhouse in this Norton Atlas. Good handling too with its Featherbed frame and Roadholder forks. These were also used on the smaller capacity twins knicknamed the Dommies.

DOUGLAS

T35, MkIII, MkIV, MkV: £1000-£1250. Ohv flat twin.60.8x70mm, 348cc, 20bhp @ 5500. Weight 380lb, 84mph, 50mpg. Mechanically fragile, but fast, smooth and handle well.

80 Plus (1950-1953): £1500-£1800. Ohv flat twin. 60.8x60mm, 348cc, 25bhp @ 7500. Weight 380lb, 85mph, 50 mpg. Sports version of the MkV.

90 Plus (1950-1954): £1500-£2000. Ohv flat twin. 60.8x60mm, 348cc, 28bhp @ 7500. Weight 380lb, 90mph, 50mpg. Sports version of MkV available as road machine or production racer.

Dragonfly (1954-1957): £750-£900. Ohv flat twin. 60.8x60mm, 348cc. Weight 395lb, 72mph, 55mpg. Strange looking final Douglas had Earles forks, swinging arm suspension, single carb.

Owners' club. Spares scarce.

NORTON

250 Jubilee (1958-1966): £150-£250. Ohv parallel twin. 60x44mm, 249cc, 16bhp @ 7750. Weight 350lb, 68mph, 70mpg. Sixty years of Norton production celebrated with the launch of their worst-ever machine. Mechanically unreliable, cycle parts are a melange of AMC bits and pieces.

350 Navigator (1960-1965): £150-£250. Ohv parallel twin. 63x56mm, 349cc, 22bhp @ 7000. Weight 351lb, 75mph, 60mpg. Shares the Jubilee's faults.
ES400 Electra (1963-1965): £150-£300. Electric start ohv parallel twin. 66x56mm, 383cc. Weight 354lb, 75mph, 60mpg. Everything that the Jubilee and Navigator are plus – unreliable electric starter.
Model 50 (1956-1963): £500-£800. Ohv single. 71x88mm, 348cc. Weight 405lb, 75mph, 60mpg. Almost indistinguishable from the 500 ES2 in looks and performance.
ES2 (1947-1963): £500-£900. Ohv single. 79x100mm, 490cc, 25bhp @ 5300. Weight 506lb, 79mph, 60mpg. Not as powerful as some 500 singles, but featherbed-framed examples handle superbly.
16H (1945-1954): £450-£750. Sidevalve single. 79x100mm, 490cc, 12.5bhp. Weight 389lb, 70mph, 50mpg. As used by despatch riders in WW2; gained tele forks but never rear suspension.
Big 4 (1947-1954): £450-£750. Sidevalve single. 82x113mm, 596cc, 14bhp. Weight 413lb, 75mph, 50mpg. Also known as the Model 1, a direct descendant of the first Norton. Good sidecar machine.
Model 19 (1955-1957): £650-£950. Ohv single. 82x113mm, 596cc. Weight 372lb, 80mph, 55mpg. Reintroduced as sidecar haulage when sidevalves went; slow revving.
Model 40 International (1947-1957): £2000-£2500. Ohv single. 71x88mm, 348cc. Weight 366lb. Roadgoing relative of the cammy racers.
Model 30 International (1947-1957): £2500-£3000. Ohv single. 79x100mm, 490cc. Weight 380lb, 97mph, 56mpg. Handling, power, charisma.
Model 7 Dominator (1948-1956): £750-£950. Ohv parallel twin. 66x72.6mm, 497cc, 29bhp @ 6000. Weight 421lb, 88mph, 55mpg. The relatively rare first Norton parallel twin is very pleasant.
Model 88 (1951-1966): £500-£750. Ohv parallel twin. 66x72.6mm, 29.5bhp @ 7000. Weight 420lb, 90mph, 55mpg. Best in slimline featherbed chassis. 88SS (1961-1966) produced. 36bhp @ 7000.
Model 77 (1956-1958): £500-£750. Ohv parallel twin. 67x82mm, 596cc, 31bhp @ 5750. Weight 425lb, 100mph, 55mpg. First of the famous 600 Dommies.
Model 99 (1956-1962): £600-£750. Ohv parallel twin. 68x82mm, 596cc, 31bhp @ 5750 (99SS 44bhp @ 6750). Weight 425lb, 101mph, 55mpg. Epitome of the Norton twin?
650 (1960-1963): £500-£750. Ohv parallel twin. 68x89mm, 646cc. Weight 430lb.
650SS (1961-1970): £500-£750. Ohv parallel twin. 68x89mm, 646cc, 49bhp @ 6800. Weight 430lb, 111mph, 50mpg. Handsome, good handling twin with a classic capacity.
Atlas (1962-1968): £600-£800. Ohv parallel twin. 73x89mm, 745cc, 49bhp @ 6800. Weight 455lb, 110mph, 50mpg. Owners' club. Spares supply situation recently improved.

PANTHER

Model 100 (1946-1966): £500-£700. Inclined pushrod single, usually twin-port. 87x100mm, 598cc, 23bhp @ 5000. Weight 420lb, 80mph, 55mpg. Often found with sidecar attached, 600 Panther offers cheap, reliable power.
Model 120 (1959-1966): £500-£700. Inclined pushrod single. 88.25x106mm, 645cc, 27bhp @ 5500. Weight 420lb, 80mph, 55mpg. Massive Yorkshire single is especially suited to sidecar haulage.
Model 75 (1949-1966): £300-£400. Pushrod single. 71x88mm, 348cc, 15.5bhp @ 5750. Weight 330lb, 65mph, 60mpg. Rare and sluggish single.
Model 65 (1949-1966): £250-300. Pushrod single. 60x88mm, 248cc, 10.5bhp @ 5750. Weight 312lb, 60mph, 65mpg. Smaller version of the 75 is just as rare today.
Owners' club. Spares: fair availability.

ROYAL ENFIELD

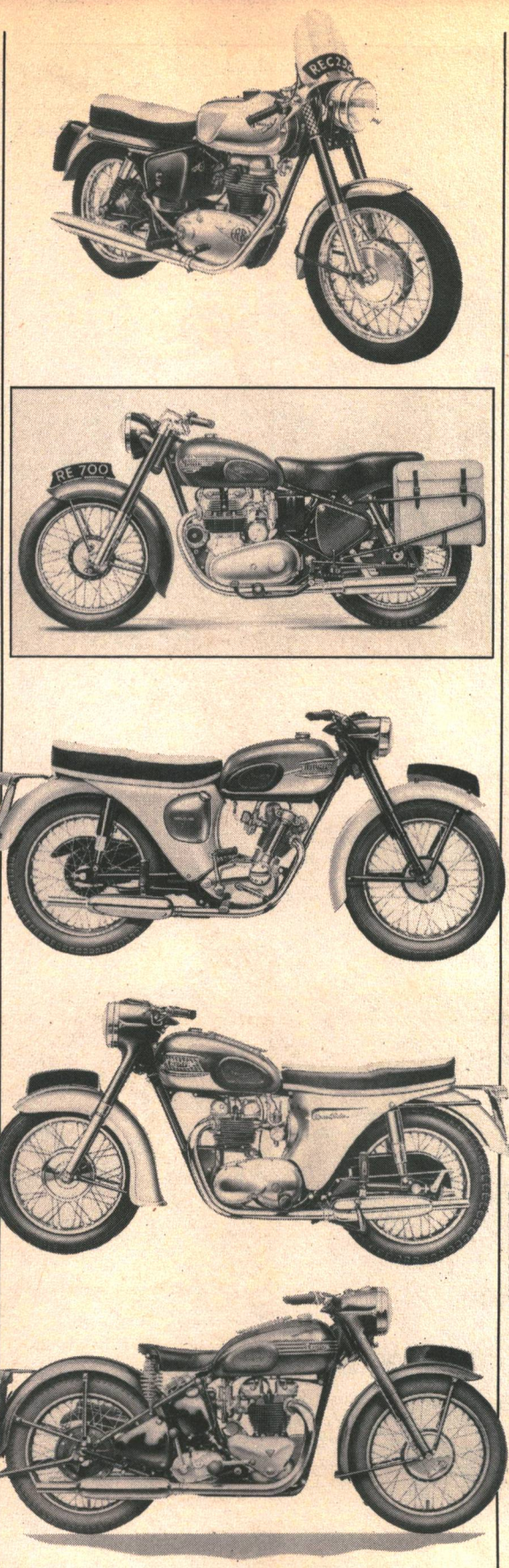
Continental (1963-1967): £300-£500. Ohv single, five speeds. 70x64.5mm, 248cc, 21bhp @ 7500. Weight 306lb, 85mph, 65mpg. One of the best-looking British 250s ever, but oily and fragile.
Crusader (1956-1967): £250-£450. Ohv single. 70x64.5mm, 248cc, 13bhp @ 5800. 70mph. Crusader Sports 80mph (1959). Crusader Super-5 (1962-1964) 85mph five-speeder. Fairly pleasant 250 given to disgorging oil. Crusader Airflow (massive fairing) is a collector's item.
350 Bullet (1949-1963): £350-£500. Ohv single. 70x90mm, 346cc, 18bhp @ 5750. Weight 415lb, 73mph, 65mpg. Beginning to be recognised as a worthwhile buy.
500 Bullet(1953-1963): £350-£650. Ohv single. 84x90mm, 499cc, 25bhp @ 5250. Weight 420lb, 78mph, 60mpg. Rather attractive if not terribly popular in its day.
500 Twin (1949-1958): £450-£650. Ohv parallel twin. 64x77mm, 496cc, 27bhp @ 6000. Weight 410lb, 85mph, 57mpg. Fairly rare and unusual vertical twin.
Meteor Minor (1959-1966): £450-£650. Ohv parallel twin. 70x64.5mm, 496cc. Essentially a doubled-up Crusader and much quicker than the 500 Twin.
Meteor 700 (1952-1966): £550-£850. 70x90mm, 692cc, 36bhp @ 6000. Super Meteor ('56 on) 40bhp. Enfield got into big twins early and this one's pretty quick and fairly smooth.
Constellation (1959-1963): £550-£850. Ohv parallel twin. 70x90mm, 692cc, 51bhp @ 6250. 115mph. Rather more stylish than the 700 Super Meteor and unfairly neglected by British twin fans until recently. Owners' club. Spares: patchy.

SUNBEAM

S7 (1946-1957): £700-£850. In-line shaft drive ohc twin. 70x63.5mm. 487cc, 25bhp @ 5800. Weight 480lb, 83mph, 50mpg. Balloon-tyred car on two wheels has portly charm.
S8 (1949-1957): £700-£1000. As S8. Narrow-section tyres make S8 look more sporty, but it isn't. Owners' club. Spares good.

TRIUMPH

Terrier (1953-1956): £100-

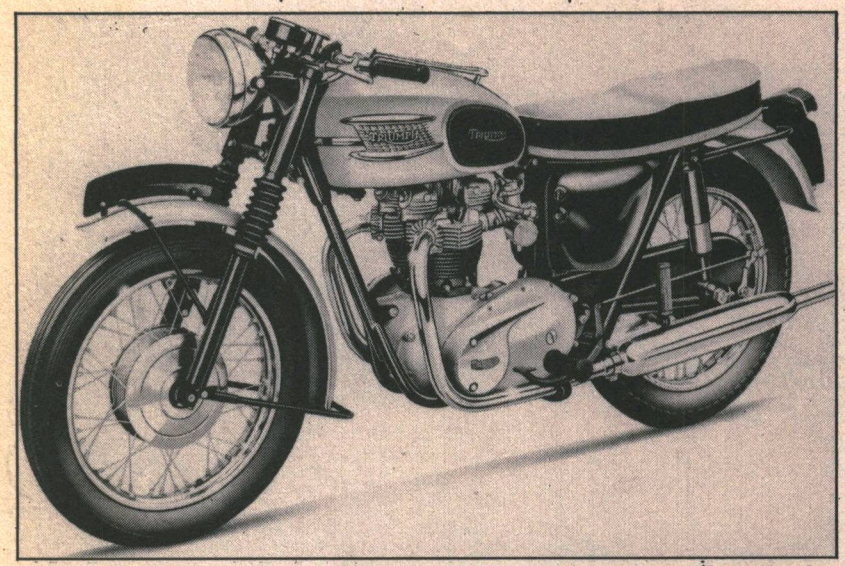


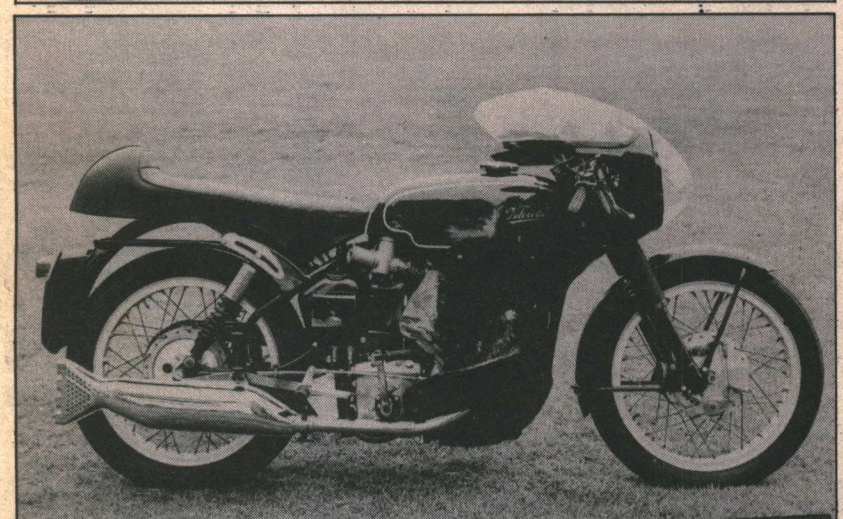
From the top: The very stylish 250cc Royal Enfield Continental. 1953 version of the 692cc Enfield 'Meteor 700' Big seller in its time, the 200cc Triumph Tiger Cub. Triumph Speed Twin. Early version of the 650cc single-carb Triumph Thunderbird.

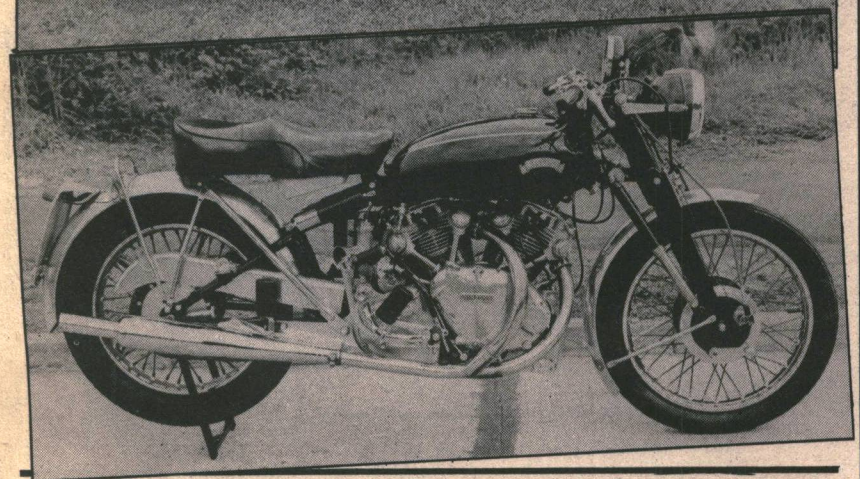
£250. Ohv single. 57x58.5mm, 149cc, 8bhp @ 6000. Weight 185lb, 60mph, 90mpg. Little-known and mechanically less robust predecessor of the Tiger Cub.

Tiger Cub (1954-1968): £200-£350. Ohv single. 63x64mm, 199c, 10bhp @ 6000 (T20S 14.5bhp @ 6500). Weight 195lb, 67mph, 90mpg. Fairly fast, but handling and brakes are poor.

3T (1946-1951): £650-£850. Ohv parallel twin. 55x73.4mm, 349cc, 19bhp @ 6500. Weight 325lb. Likeable, mild-mannered.







Down from the top: the classical British twin, the Triumph Bonneville. The last Velocette, the 500cc Thruxton, possibly the most sporting. Look for a Vincent V-twin only if you've a lot of brass.

3TA/Twenty-One (1957-1966): £450-£650. Ohv parallel twin. 58.25x65.5mm, 348cc, 18.5bhp @ 6500. Weight 385lb. Earlier models feature unattractive 'bathtub' rear enclosure.Slow.

Tiger 90 (1963-1968): £450-£650. Ohv parallel twin. As 3TA, but 27bhp @ 7500. Weight 376lb. Sporty, attractive looking 350 twin.

TRW (1948-1965): £300-£500. Sidevalve parallel twin. 63x80mm, 499cc, 18bhp @ 5000. Weight 380lb. Armed services spec machines sold off to public 7-10 years ago. Reliable, uninspiring, slow.

5T Speed Twin (1946-1966): £500-£800. Ohv parallel twin. 63x80mm, 499cc, 26bhp @ 6000 (5TA 27bhp @ 6500). Weight 380lb, 83mph, 51mpg. The original Triumph twin, but progressively more boring.

6T (1950-1966): £700-£900. Ohv parallel twin. 71x82mm, 649cc, 34bhp @ 6300. Weight 397lb, 106mph, 56mpg. First of the 650s and still much sought after.

Tiger 100 (1946-1973): £800-£1100. Ohv parallel twin. 63x80mm, 499cc, 32bhp @ 6500 (T100SS 34bhp @ 7000). Weight 385lb, 92mph, 56mpg. Sports Speed Twin with many fans, especially T100R Daytona.

Tiger 110 (1954-1961): £800-£1100. Ohv parallel twin. 71x82mm, 649cc, 42bhp @ 6500. Weight 420lb, 113mph, 55mpg. Fast and vibratory but fun, especially as the handling is pretty poor.

T120 Bonneville (1959-1974): £600-£1000. Ohv parallel twin. 71x82mm, 649cc, 46bhp @ 6500 (T120R 50bhp @ 7000). Weight 399lb, 110mph, 54mpg. Best loved of all the Triumph twins, and rightly so.

TR6 (1956-1973): £600-£1000. Ohv parallel twin. 71x82mm, 649cc, 42bhp @ 6500. Weight 410lb, 107mph, 55mpg. Finally just a single carb Bonneville and best known in TR6P Saint (police) guise.

VELOCETTE

LE MkII (1950-1958), **LE MkIII** (1957-1971): £225-£350. Watercooled flat twin, shaft drive. 50x49mm, 192cc, 8bhp @ 8000. Weight 260lb, 57mph, 110mpg. Slow and silent, Velo's later Noddy Bikes provide good basic transport.

Valiant (1956-1963): £400-£500. Aircooled ohv flat twin. 50x49mm, 192cc, 12bhp @ 6000. Weight 255lb. 68mph, 88mpg. 'Motorcycle' version of the LE is mechanically fragile.

Vogue (1963-1968): £300-£500. Watercooled flat twin, shaft drive. As LE MkIII. Comparatively rare glass fibre bodied version of LE provides excellent weather protection. Owners' club for twins. Spares OK.

MAC (1952-1960): £700-£800. Pushrod single. 68x96mm, 349cc. Weight 355lb, 76mph, 65mpg. Cooking 350 single with character.

MSS (1953-1971): £700-£800. Pushrod single. 86x86mm, 499cc, 23bhp @ 5000. Weight 385lb, 82mph, 60mpg. Pleasant 500 single.

Venom (1956-1971): £800-£1000. Pushrod single. 86x86mm, 499cc, 36bhp @ 6200. Weight 385lb, 106mph, 58mpg. One of the classic English motorcycles.

Viper (1956-1969): £800-£900. Pushrod single. 72x86mm, 349cc, 29bhp @ 7000. Weight 385lb, 88mph, 58mpg. Fast, good-handling 350.

Thruxton (1964-1971): £1500-£2000. Pushrod single. 86x86mm, 499cc. Weight 375lb, 110mph 55mpg. Ultimate development of Velo single. Reputation blinds many to virtues of cheaper MSS, Venom.
Owners' club for singles. Spares good.

VINCENT

Comet (1948-1954): £1000-£1500. Pushrod single. 84x90mm, 499cc, 28bhp @ 5800. Weight 390lb, 88mph, 55mpg. Unremarkable single in unusual cycle parts.

Rapide (1950-1956): £2200-£2600. 50deg V-twin. 84x90mm, 998cc, 45bhp @ 5300. Weight 455lb, 110mph, 55mpg. Fabled, characterful, expensive.

Black Shadow (1950-1956): £3000-£3800. 50deg V-twin. 84x90mm, 998cc, 55bhp @ 5700. Weight 458lb, 125mph, 50mpg. Superb, quirky; other final models were all-enclosed.
Owners' club. Spares good.

CLASSICS CASEBOOK

Permanent Attachment

Cyclemotors, the original slopeds can be cheap classics

John Pape with his BSA and second picture shows his Cyclemaster.

THE IDEA OF ATTACHING an internal combustion engine to a bicycle is as old as motorcycling itself. Indeed, early motorcycles were just that: beefed-up bicycles propelled by engines fixed to their frames in a variety of unlikely locations.

In this respect at least, the whole range of 20 or more cyclemotors available in Britain from the late 1940s to the early '60s bear a striking similarity to those veterans. With names like Cyclemaster, Mini-Motor, Cyclaid, Cymota, VeloSolex, Cucciolo, Berini, Power Pak, Firefly, V.A.P., Mocyc, Winged Wheel, Mosquito and Teagle, these 25 to 49.9cc 'cycle attachments' more than made up for their measly power output in exotic nomenclature.

Engine mounting varied from over the front wheel (VeloSolex), over the rear wheel (Cyclaid), through bottom bracket fixture (Vincent Firefly) to inside the rear wheel (Cyclemaster and BSA Winged Wheel). And while the Cyclaid drove the rear wheel of your Raleigh via a vee-belt and a pulley clipped to the spokes, the ingenious Cyclemaster employed all-chain transmission all but squeezed in between your rear fork stays and the VeloSolex (then as now) scrubbed away at the front tyre with a carborundum-faced roller.

The capacities of these Purchase Tax avoiding devices varied from the original Cyclemaster's 25cc – it was later bored from 32 to 36mm to produce 32cc – through the 31cc of the Cyclaid to the 49cc of the Power Pak Synchromatic Drive. And although nearly all were two-stroke, the Ducati Cucciolo (it means 'Puppy Dog') was a 48cc ohv four stroke with a two-speed gearbox.

In the times of six-cylinder megabike affluence the humble 20mph cyclemotors require some explanation. The reason for the sudden boom in these devices in the early 1950s is explained by a poverty-stricken populace desperate for transportation however gimcrack, eccentric and slow. A 1951 Cyclemaster ad for *The Magic Wheel That Wings Your Heel* says it all. Fitted in place of your bicycle's rear wheel, the Cyclemaster unit contained, within its massive hub, the engine, carburettor, fuel tank, exhaust system and transmission. All for £25 fitted. Top speed: 20mph, fuel consumption 300mpg.

By 1951 there were, according to the magazine *Motor Cycling*, more than 150,000 cyclemotors in use in France, with about a dozen makes looking for customers in Britain. But although the 1956 Suez crisis must have boosted sales, the English remained largely unimpressed despite some excellent home-grown products like the 35cc BSA Winged Wheel.

As cycle makers themselves BSA naturally sold a complete outfit, consisting of a bicycle with a dropped crossbar and beautifully constructed bottom-link girder fork. Phillips – later to market a moped – also sold a special cyclemotor-compatible cycle to which Cucciolos were often attached. However, a true cyclemotor is usually accepted to be an ordinary bicycle with motor attachment rather than something that more nearly resembles one of the 98cc Villiers-powered autocycles of much the same period.

Definitions and hair-splitting aside, these machines are positive wonders of miniaturisation and ingenuity as well as poignant reminders of a utilitarian era that may yet return.

I spent a fascinating day with John Pape and his collection of eight cyclemotors recently. This comprises the two modern VeloSolexes on which the 33-year-old design consultant and his wife Kate toured Denmark two years ago, a V.A.P., a 25cc Cyclemaster and a rare French Aiglon ('Eaglet') which features rubber toothed belt primary drive and a superb-looking cycle frame.

John's interest in cyclemotors began while he was still at school in the early '60s, about the time when people were becoming affluent enough to leave such transport for better things. He began collecting cyclemotors eight years ago and is clearly fascinated by the design aspects of these budget power packs.

Of all his cyclemotors, he rates the Aiglon and Cyclemaster as best, with the BSA a good third. The Cyclemaster is smooth and very quiet. 'It'll just sit there on its stand going phut-phut-phut-phut,' says John. The Cyclemaster is in a Hercules frame, while the V.A.P. powers an interesting Swallow tradesman's cycle with a large carrier over the front wheel. All have very simple controls, often little more than one multi-purpose twistgrip. The 1954 Aiglon's SEMAS two-stroke single has no clutch – final drive is via friction roller to the rear tyre – but a decompressor ensures smooth stopping and starting.

Interest in cyclemotors has increased greatly over the past few years. There's even a section which caters for them in the Vintage Motor Cycle Club and a 1955 BSA Winged Wheel went for £260 at a recent Christie's auction sale.

John Pape bought his unregistered Aiglon for £40, and the rest of his machines for around the £80 mark. These days he reckons you'll pay £150 or more for a good one in running order with a current MOT.

Of course finding a cyclemotor will be your first adventure, because people still tend to give them away to scrap-metal dealers or just abandon the poor things. For an inexpensive classic buy rediscover what life's like in the slow lane.

Peter Watson

EACH ONE GOES LIKE THE BIKE BELOW IT.

Kawasaki's range of sports bikes doesn't conform to standard weights and measures. With more power squeezed out of the famous 'Z' engine, their power-to-weight ratios are amazing. Cubic capacity really tells you nothing. The 750 is lighter and faster than some 1000's and yet handles like a 550. In fact, they all handle like a smaller bike, and go like a bigger one.

Bred from the famous original Z1, all are powerful, reliable and comfortable.

Z400J

Z550A

Kawasaki
MOUNTING EXCITEMENT

Z750L

Z1000J

Common features: race proven 4 cylinder, 4 stroke engine; air adjustable front forks; rear shock absorbers with adjustment for damping and pre-load; automatically tensioned cam chain; transistorised, breakerless ignition; 'O' ring grease sealed drive chain; twin front 'all weather' disc brakes; quartz halogen headlamp; tubeless tyres.

Your local Kawasaki dealer will offer you a great deal on any Kawasaki bike, as well as K-Cover preferential insurance rates, K-Pay Plan finance and K-Plus extended warranty.

(Specification of models shown liable to change without notice.)

AND HANDLES LIKE THE BIKE ABOVE IT.